

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 185.—Vol. VIII.]

LONDON: SATURDAY, MARCH 30, 1839.

[PRICE (WITH A SUPPLEMENT) 6D.]

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. M. Miers, Esq., situate in the parish of Llangavelech, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, by letter post paid.

TO LOCOMOTIVE ENGINE MAKERS, ENGINEERS, AND MACHINISTS.
VERY VALUABLE MACHINERY, TOOLS, &c.

CHUNK ENGINE WORKS, BIRMINGHAM,
ON THE BANKS OF THE CANAL.

Consisting of a most COMPLETE AND COMPREHENSIVE LATHE, of every superior workmanship and design, EIGHTEEN FEET BED, with three feet Headstock, compound sliding rest, self-acting for turning cones, surfaces, or cylinders, with an Apparatus, applicable at pleasure to the sliding rest, for drilling against the Face-plate, cutting and sawing metal, also for cutting the teeth of wheels of any pitch; this LATHE is a complete self-acting BORING AND PLANING APPARATUS for any sized cylinder, up to four feet diameter, and will plane a SURFACE of eight feet by three feet six inches, and cut Slots or Key Ways fifteen inches long in the interior of a cylinder from two inches to five feet diameter, or thirteen feet in length on the exterior of any cylinder under six feet diameter; TWELVE OTHER VERY VALUABLE AND COMPLETE LATHES, from six to ten feet long in the Bed, with Wide Rests, Cutting and DIVIDING ENGINES, Boring, Slitting, and Screw Cutting Apparatus; GAS TUBE WELDING MACHINE; Capula, twelve inch Blowing Machine; Railway Vehicle; universal Self-adjusting CENTERING MACHINE FOR SHAFTS, from a quarter of an inch to six inches diameter; SELF-FEEDING MACHINE for cutting out blanks; Button-making Machines, Casting Boxes, Vices, Smith's Tools, &c.; Straight Edges, Surfaces, &c.

TO BE SOLD BY AUCTION, on the Premises, on TUESDAY, THE NINTH OF APRIL NEXT, and following days, commencing each day at Eleven o'clock.

John Roderick, Auctioneer.
Office, 34, New-street, Birmingham.
May be viewed seven days prior to the sale, with catalogue, price one shilling. To be had upon application to Mr. Prosser, Civil Engineer, No. 3, Cherry-street, Birmingham, who will give every information respecting the various lots; and also may be had at the Guardian Office, Manchester; Mercury Office, Liverpool; Iris Office, Sheffield; Journal Office, Bristol; Railway Times Office, London; Chronicle Office, Wolverhampton; at the Works; and at the Offices of the Auctioneer.

*As the limits of an advertisement will not allow a full description of the VERY MAGNIFICENT LATHE, a Lithographic Drawing will be published with the catalogue.

MINE MATERIALS FOR SALE, AT WHEEL MARY CONKOLLS, St. Neot, Cornwall.—An AUCTION will be held on the MINE on Tuesday, the 10th day of April next, for selling the undermentioned

MINING MATERIALS,
viz.:—A 40-inch STEAM-ENGINE, with cylinder-case and cast-iron beam, 9 feet stroke in the cylinder, and 7 feet 6 inches in the shaft, with two boilers complete, weighing about 11 tons each, capstan and shears, eighty fathoms 11-inch rope, 150 fathoms 12-inch capstan-rope, balance bob, twenty-five fathoms 18-inch rope pump, thirty fathoms 9-inch ditto, thirty-five fathoms 11-inch ditto, four-fifteen fathoms 7-inch ditto, one 9-foot 12-inch working barrel, one 9-foot 14-inch ditto, one 9-foot 10-inch ditto, one 9-foot 9-inch ditto, one 9-foot 8-inch ditto, one 9-foot 14-inch plunger pole, with stuffing-box and gland to fit, one 9-foot 13-inch ditto, one 9-foot 6-inch ditto, one 18-inch H-piece, 14-inch ditto, and 8-inch ditto, one 4-foot 13-inch door piece, one 4-foot 14-inch ditto, one 6-foot 10-inch ditto, one 6-foot 9-inch ditto, and one 4-foot 7-inch ditto, one 4-foot 18-inch windbox, one 4-foot 14-inch ditto, one 4-foot 11-inch ditto, one 9-foot 11-inch ditto, and one 3-foot 7-inch ditto, one 26-inch DIAMETER UNDER-SHOT WHEEL, with crushing machine complete, two excellent horse whims, with pulleys and shaft-tackle complete, three 6-inch whim-ropes and chains, four whim-kibbles, winze-trees, ropes, and kibbles, 200 fathoms of ladders, cisterns, hutchies, miners' chests, wheelbarrows, handbarrows, brass and iron sieves, rod plates, bolts, &c., several tons of new and old iron, grinding-stone, beam scales, stand and weights, a quantity of timber in whole, half, and quarter pieces, with plank of various dimensions, miners' tools, fire and other brick, three smiths' bellows, three anvils, vice, screw stock, screw-taps, and plates, smiths' tools, &c., ACCOUNT-HOUSE FURNITURE, and a variety of other mining materials.

The whole of the above is nearly new, and well-worth the attention of Miners, Builders, and others, and will be put up in suitable lots to accommodate purchasers.—The sale will commence at Eleven o'clock precisely.

For further information, or viewing the materials, apply to the agents on the mine.—All persons having any claims on the adventurers in the above-named mine are requested to send their accounts forthwith (post paid) to

JOHN POWELL WILLIAMS, Pursuer and Secretary.
N.B.—The mine is distant about four miles from the Liskeard and Looe Canal, and eight from Lostwithell and B-min.

MURKIRK IRON WORKS.

UPSET PRICE, £20,000.

TO BE SOLD BY PUBLIC AUCTION, on Wednesday, the 17th of April, at one o'clock afternoon, within the Royal Exchange Sale-Rooms, Glasgow (if not previously disposed of by private contract), those well-known IRON WORKS called the MURKIRK, in the COUNTY of Ayr, with every capability for prosecuting an extensive business in the manufacture of FINE IRON, BAR-IRON, IMPLEMENTS, AND CASTINGS.

The following is a description of the works, machinery, fixtures, and land, to be exposed at the above low upset price, for the encouragement of competition. The purchaser will receive the movable stock, on a valuation by neutral persons.

UNDERGROUND DEPARTMENT.
1 Pumping Engine, with 4 Boilers.—The steam cylinder 56 inches diameter, 8 feet stroke; working barrels 144 inches diameter. Also, injection and other pipes, and about 50 fathoms of 144 inch pipes, in two columns, for drawing water.
10 Pumping and winding pipes of various power, with boilers, at the coal and iron-cast-iron pits, including pit-head framing, and winding apparatus, at present in use. Cast-iron pit rails, about 11,000 yards.

FIG-IRON DEPARTMENT.
4 Blast furnaces, viz. 2 furnaces, with cast & bridge houses, & heating apparatus.
1 Do. with cast and bridge house, filling machine, and heating apparatus.
2 Blowing engines, viz. 1 engine, double power, steam cylinder 4 feet diameter, 8 feet stroke; the blast cylinder 8 feet diameter, with about 100 yards of pipes.
1 Do. single power, the steam cylinder 24 inches diameter, 6 feet stroke; the blast cylinder 6 feet diameter, with pipes for conveying the blast to the furnaces.

10 Ovens for coaling coal, and 8 kilns for calcining ironstone, with about 300 yards of 4 and 6 inch pipes, for conveying water to the ovens; and about 500 pipes, and plates in connection therewith.

BAR-IRON DEPARTMENT.
Steam forge, with two chaferies, a hammer for drawing bars, and a tilt hammer for making rods, and other articles, or for plating; driven by a double power steam-engine, the steam cylinder 24 inches diameter, 6 feet stroke.
Water force, with two chaferies and five puddling furnaces, bar-iron rollers, &c. The water wheel 20 feet diameter, and 6 feet broad, driving a shingling hammer, a hammer for drawing bars, a set of billeting rollers, and shears for cropping bars, &c.
Rolling mill, with chaferies; water wheel 24 feet diameter, and 6 feet broad; driving rollers for finishing bars, a turning lathe, & shears for cutting mill bars, &c. Flourish, viz. 2 for preparing the pig-iron.

MISCELLANEOUS.
Cast and malleable rails, about 10,000 yards, for conveying the materials to the works.
Foundry, with stores, six furnaces, cupola, crane, &c.
Brick stove and kiln, clay mill, with steam-engine and boiler.
Smiths' and carpenters' shops, woodyard, shed, carpenter's, joiner's, engineer's office, &c. Provision and cloth stores, and bakehouse.
Counting houses, with dwelling house above.
Manager's house, offices, pleasure grounds, and walled garden.
Mining engineers' house, office, and garden.
Workmen's houses built to accommodate 150 families, besides houses for all families, held on lease at moderate rents. The village of Murkirk being contiguous to the works, admits of ample accommodation for workmen.

Farming premises, including Grieve's house, barn, hay-loft, stables, byres, milk-house, breeding houses, and granaries; threshing mill, straw-cutting, and churning machine, driven by a water wheel, with iron pipes for conveying the water; also, boilers and apparatus for dressing food for horses and cattle.

The farm consists of about 120 imperial acres of thoroughly drained land, in a high state of cultivation, and intersected with thriving plantations.

Ground occupied by the works, and other houses in connection therewith, including the manager's house, offices, garden, and lawn, extends to about 60 imperial acres.

Right to the water of two reservoirs, occupying about 100 Scotch acres, held in conjunction with the Larnie Company.

Canal for conveying the water, or for navigation, extending nearly two miles.

The works are situated on the banks of the river Ayr, and have a supply of water, at all seasons of the year, with falls equal to about 100 horse power. The field of minerals is rich and extensive; the lordships are moderate; and the materials are excellent, and can be procured at cheap rates. Besides an abundance of clay band ironstone, black band has recently been discovered. The quality of the produce has long been established, and highly appreciated both in the home and foreign markets. The projected railway from Carlisle to Glasgow will pass within a few miles of the works.

For further particulars, application may be made to Mr. Matthew Crumlish, 21, George's-square, or to Messrs. Moncrieff and Paterson, writers, Glasgow; to Messrs. Watt and Maclellan, W. & A., Edinburgh; to Messrs. Crumlish and Co., London; to Messrs. Cowan and Simons, Ayr; or to the managers of the works, at Murkirk.

Glasgow, March 14.

TO ENGINEERS, MILLWRIGHTS, &c.—WANTED, BY THE RHYMEY IRON COMPANY.—In consequence of the death of their late engineer, Mr. Josiah Richards, an ENGINEER and MILLWRIGHT of the first-rate abilities, capable of erecting and taking charge of the machinery, &c., of a large iron work.—Applications to be made personally, or by letter, either to Mr. Petherick, the Secretary to the Company, Laurence-Pountney-hill, London, or to Richard Johnson, Esq., Manager, at the Rhymey Iron Works, near Abergevenny.

WANTED, A PARTNER IN A MOST ADVANTAGEOUS MINING SPECULATION.—I am the sole proprietor of a vast Copper Ore Formation, which, proved by two years' researches made upon it, extends over a tract of 1½ English miles in length. It consists of a series of metalliferous strata of a compound thickness of about four yards, varying in richness. The ore of the metalliferous mass contains 40, 50, 60, and sometimes 100 pounds of pure copper, and 1 to 10 oz. of silver. The ore may be got from the mine at the total expense of about 6s. per ton (all general and dead charges included), and is concentrated by the washing process to one-twentieth of its volume at the cost of 3s. per ton. By this concentration the ore is transformed into a schlich, that contains, on an average twenty-five pounds of pure copper, and one to two ounces of silver in the hundred weight. The quantity of the ore that may be extracted from the mine is enormous. After a very moderate calculation, it amounts to at least half a million of tons. One ton of schlich stands in, all charges included, near £10 sterling, and such a ton of schlich yields 3½ weight of copper, and about twenty-five ounces of silver. The melting process here is less expensive than in England. The hand-work is to be had at less than a third of the prices paid by the British Copper Companies. Charcoal is very cheap and abundant, and coal works are also near at hand. I, myself, am about opening one in the vicinity, on a powerful stratum of coals, excellent for roasting. In the intention of drawing the possibly greatest advantage from my property, I wish to associate with one or more respectable persons of sufficient capital and experience, able to form an establishment on joint-account, on the largest scale, and to conduct it in the most approved principles. In Germany it would be very difficult, if at all possible, to find qualified partners, therefore I will not try it. It is well known that the copper-works in that country are all on a crippled scale compared to those magnificent works I own in Wales, and that they are not conducted on the best principles. I have to add, that I enjoy ample and valuable privileges from my Government, and that by virtue of these privileges all my mines are exempted from paying the customary duties and taxes. Persons taking an interest in this advertisement are requested to write directly to me, or to leave a line with Messrs. Black and Armstrong, booksellers to her Majesty, London.

J. MEYER, Director of the Lithographic Institution. Hildburghausen, in Saxony, March, 1839.

TO SPECULATORS.
EXTENSIVE COPPER WORKS.—TO BE SOLD, for the space of TWENTY-ONE YEARS, and entered upon immediately, that valuable Copper Mine, called SYGUN, situated in the parish of Reddick, in the county of Merioneth. The expense of settling the above mine into a regular system of working will be but very trifling, Nature having given every advantage. It is quite adjacent to the public road, and at a distance of eight miles from the seaport Tremadoc, five of which may be performed by water.

All particulars and tenders are to be made (post paid), with the letters "S. M." endorsed, to D. W. Griffith, Esq., Reddick, North Wales; and for personal inspection of the works, apply to Mr. Robert Roberts, Mining Agent, Reddick.

N.B.—All machinery thereon may be had after the 1st of May next.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—A Code of Rules and Regulations having been adopted by the proprietors, and a new board of Five Directors appointed.

Notice is hereby given to those shareholders who hold old scrip, and will pay up all calls, with arrears of interest,* that they may, by signing the code of regulations, and delivering up their scrip, be admitted proprietors, and receive new scrip in exchange for the old, provided that such payments be made on or before the 20th of April next.—Messrs. Prescott, Gurney, and Co., bankers, London, and the Phoenix Bank, Liverpool, are alone authorized to receive such payments.

*No payments will be received after the 2th of April, and the company will then consist of such persons as have paid up all arrears of calls and interest, and no others will be acknowledged as proprietors.

By order of the directors, R. SHERATON, Secretary.

1, Brazil-buildings, Liverpool, March 1.

To enable parties to make their payments correct, as regards INTEREST on calls in arrears, the following are the dates when each CALL became due, and from which dates interest (at the rate of 5 per cent.) must be calculated up to the day of payment:

First call of £1, due 14th February, 1837.
Second " £1, " 14th October, " 1837.
Third " £1, " 9th April, 1838.
Fourth " £1, " 23d November, " 1838.

THE METROPOLITAN CEMETERY AND GENERAL INTERMENT ASSOCIATION.
Capital £75,000, in shares of £10 each. Deposit £1 per share.

BOARD OF DIRECTORS FOR ENGLAND.
Chairman—The Right Hon. Lord MONTFORT.
Thomas Martin, Esq., M.P.
H. Bridgeman, Esq., M.P.

BOARD OF DIRECTORS FOR IRELAND.
M. Mullins, Esq., Fitzwilliam-square, Dublin.
W. D. Butler, Esq., Stephen's-green, Dublin.
Francis Savage, Esq., North Earl-street, London Bankers.—The London and Westminster Bank.

For Ireland—The Hibernian Bank.
Application for shares (if by letter, post paid) may be made to Mr. W. H. Green, solicitor, 2, Basinghall-street, until the 15th of April next, when an allotment of the shares will be made.

ASPHALTE OF LOBANN ASSOCIATION.
Capital £200,000, in 12,000 shares of £16. Deposit £3 per share, and premium £7.

BOARD OF DIRECTORS FOR ENGLAND.
Chairman—The Right Hon. Lord MONTFORT.
Joseph Bishop, Esq.
Edward Smith, Esq.
John Annis, Esq.
John Yates, Esq.
William Nicholson, Esq.

BOARD OF DIRECTORS FOR IRELAND.
M. Mullins, Esq., Fitzwilliam-square, Dublin.
W. D. Butler, Esq., Stephen's-green, Dublin.
Francis Savage, Esq., North Earl-street, London Bankers.—The London and Westminster Bank.

For Ireland—The Hibernian Bank.
Application for shares (if by letter, post paid) may be made to Mr. W. H. Green, solicitor, 2, Basinghall-street, until the 15th of April next, when an allotment of the shares will be made.

ANTI-COAL MONOPOLY ASSOCIATION.—First capital £20,000, in 20,000 shares of £1 each, and 20,000 capital shares of £1 each, to be exchanged for the old shares, at the rate of 10 for 1, and the latter bearing interest at the rate of 5 per cent. per annum.

CHAIRMAN—J. T. Lender, Esq., M.P.
With the following gentlemen, who have been elected to act as the Provincial Committee, with power to add to their number:—
Althwood, T. Esq., M.P.
Blewitt, R. J. Esq., M.P.
Bird, J. Esq., Congreve-house, Birmingham.
Benn, and Dixon, Mowbray, Wales.
Buckingham, Howard, Esq., F.R.S.
Ewart, W. Esq., M.P.
Gill-roy, Alexander, Esq., C.E.
Lewis, David, Esq., 4, Chesham-place, Belgrave-square.
Lindell, J. T. Esq., barrister at-law, 35, Southampton-buildings.
David Lewis, Esq., 4, Chesham-place, Belgrave-square.
George Rennie, junr., Esq., 1, Chesham-place, Belgrave-square.

PROVINCIAL ADDRESS.
Roxford Hill, Esq., F.R.S.
The public are respectfully informed, that the Prospectus will be issued on Wednesday next, at the office of Mr. Walter Mount, Provisional Secretary to the Association, 4, Parliament-street, and of Messrs. Clarke and Lewis, Newspaper and Advertisement Agents, Crown-court, Threadneedle-street, and will contain, in addition to the former advertisement, the opinion of Mr. J. T. Lender, as to the legality and practicality of carrying on the Association without a deed, and with-out individual risk or responsibility to the shareholders.

Subscriptions for the preparatory expenses, to be repaid (without interest), will be received at the Provisional Secretaries of the Association, the London and Westminster Bank, and Messrs. Cockburn and Co., Whitehall.

Persons desirous of becoming Contributors to the Association, may address notice to the Provisional Secretary, 4, Parliament-street, stating in what district they are known, and giving two references of unimpeachable respectability. Their communications will be put certain and part confidential.

Applications for shares, distinguishing whether contributors or capitalists, may continue to be made to Walter Mount, Esq., or to the Provisional Secretary, W. R. Northampton, Esq., 4, Parliament-street.

March 20.
By order.
The Prospectus of the Provisional Secretary, being a reprint of the article written by him, and contained in the second Number of the *Monthly Chronicle*, with an Appendix of Documents in the possession of the Lord Mayor (including the Londoners' Correspondence, &c.), dedicated, by permission, to the Right Hon. the Lord Mayor, will be ready by a few days, price 6d. or 2s. per hundred for distribution. It will be published by Joseph Thomas, 1, Fleet-street, and may be had of all booksellers.

BRITISH TIN MINING COMPANY.—At a General Meeting of Shareholders, held at the Office of the Company, on Thursday, the 20th March, it was unanimously resolved.—That this Company be dissolved, and that the Directors be empowered to dispose of the Materials forthwith, and wind up the concern.—A plan having been submitted to the meeting for the disposal of all the machinery and stores to the Directors of the Cudra Consolidated Mines, at a fixed price, in exchange for shares in that Company, the same was adopted, and it was resolved.—That all the shareholders of this Company who choose to avail themselves of this plan, be required to signify their assent, and deposit their shares at this Office on or before Tuesday, the 27th April, and that those who do not signify their assent within that time, shall be considered as dissenting.

The materials will be put up to Public Sale, and by the market value so ascertained, the dissensions will be paid their proportion of the net proceeds.—Further information can be obtained at the Office.

Adam's-court, March 22. W. COOPER, Secretary.

EXTRA TRAINS.—LONDON AND GREENWICH RAILWAY.—On and after Monday, the 9th of April, EXTRA TRAINS will run every day, except Sundays, from Eight till Eleven in the morning, and from Four till Seven in the evening, at intervals of ten minutes before and after the regular Trains, calling at Deptford. As the Extra Trains will run at an increased speed, they will consist only of First-class Carriages, at the One Shilling fare.

The regular Trains will continue to run as hitherto, at intervals of twenty minutes throughout the day—from Eight in the morning till Ten in the evening.

By order, J. Y. AKERMAN, Secretary.

BY THE QUEEN'S PATENT.
To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT AND CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 25, Lombard-street, London.

TWO NEW HIGH PRESSURE ENGINES.
Six and Four Horse-power, very compact and well finished—adapted to work very economically. Engines of the same pattern may be seen in work as above.

TYNE DOCK COMPANY.
Capital £100,000, in shares of £10 each.

PROVINCIAL COMMITTEE IN LONDON.
Sir James Duke, M.P.
John Hodson Hinde, Esq., M.P.
Robert Ingham, Esq., M.P.

PROVINCIAL COMMITTEE IN NEWCASTLE.
The Right Worshipful the Mayor of Newcastle.
Robert Hansell, Esq., North Shields.
Joseph Hargrave, Esq., South Shields.
William Harrison, Esq., Whitburn.
T. E. Headlam, M.D., Newcastle.
A. J. Freire Marrow, Esq., South Shields.
John Morrison, Esq., Newcastle.
Henry Marton, Esq., Lamiton.
Ralph Park Phillips, Esq., Newcastle.
Jonathan Richardson, Esq., Newcastle.
Richard Shortridge, Esq., South Shields.
Thomas Smith, Esq., Heston Hall.
William Smith, Esq., Newcastle.
Robert Spence, Esq., North Shields.
R. W. Swinburn, Esq., South Shields.
Hugh Taylor, Esq., Ranshaw.
Robert Todd, Esq., Newcastle.
J. T. Ward, Esq., Beddon.
Nicholas Wood, Esq., Killingworth.
William Woods, Esq., Newcastle.
Thomas Young, Esq., North Shields.

BANKERS.
Messrs. Barclay, Bevan, Tritton, and Co., 54, Lombard-street.
Messrs. Barnett, Hoares, and Co., 62, Lombard-street.
Newcastle-upon-Tyne.—The Northumberland and Durham District Banking Company.
South Shields.—The Newcastle, Shields, and Sunderland Union Joint-Stock Banking Company.

ENGINEERS.—Thomas Elliott Harrison, Esq., M.I.C.E.
CONSULTING ENGINEER.—Wm. Cubitt, Esq., F.R.S., M.R.I.A., F.R.A.S., V.P.I.C.E.
SOLICITORS.—Messrs. Clayton and Dunn, Newcastle-upon-Tyne.

PROSPECTUS.
The advantages which the River Tyne affords in the shipment of coals are so great, and the quantity of coals shipped on that river is consequently increasing so rapidly, that an absolute necessity has arisen for additional facilities of shipment.

The neighbourhood of South Shields, on the south side of the river, is, from the depth of water, and its proximity to the mouth of the harbour, universally admitted to be the most eligible place of shipment; and, in consequence, various railways, partly executed, and partly in a course of execution, all tend to that point. One of these railways, the Stanhope and Tyne Railway, which is completed, now annually brings to this place of shipment nearly 400,000 tons of coal, which is facilitated at present, as far as the shipping is concerned, by the facilities of the ship.

In addition to this there is a moral certainty that, from the immediate neighbourhood of the Stanhope and Tyne Railway, and from the Durham Junction Railway already completed, which offers the advantages of shipment on the Tyne to the coal of the great Durham coal-field, the quantity of coals, for which shipping accommodation will be required before it will be possible to obtain it, will amount to more than 1,000,000 tons annually; actual applications having been made for loading and shipping coals to that extent from various collieries, some for coals already won, and the remainder for coals for the winding of which pits are at the present time in course of sinking—and with many of these parties contracts have already been made, with a provision for their coals being shipped in the proposed dock. Looking further to the various branch railways in communication with the Durham Junction Railway, and to the extensive coal-fields on their lines, it is not too much to say, that within a very short space of time, there is a prospect of at least one million tons of coals being brought for shipment on the south side of the Tyne, for which no adequate accommodation is provided.

It may be assumed, as an undoubted fact, that a dock affords facilities for the shipment of coals, vastly superior to those afforded by any other mode, in the practical working of the shipment of coals from various collieries at the same place great difficulties are found to arise from the variety of sorts or qualities of coals to be shipped, which frequently produces the necessity of mooring and unmooring vessels twice or thrice before their loading can be completed, an operation which occasions much loss of time, and in an oblique tide, during the prevalence of strong winds, is attended with considerable danger and difficulty. Great inconvenience likewise arises in the present mode of shipment, from the accumulation of vessels opposite the wharves, when detained by wind or weather. A dock, in which vessels wait about at all times of tide, and in the still water of which they may be moved with ease and dispatch, will obviate all these difficulties, and the expenses of the collieries will, at the same time, be diminished, by a decrease in the number of waggons required to carry on the business of shipment. The benefit which will be derived by the shipper from the safety and dispatch which will be given to his vessel, is too obvious to require to be pointed out.

For such a dock, Nature presents, at the eastern end of Jarrow Slacks, contiguous to South Shields, the finest site that can be conceived or desired. A dock, containing an area of twenty acres, capable of accommodating ten vessels of the class generally employed in the coal trade, may be formed there, on ground as present entirely unoccupied; with the power of further extending it, at a very trifling cost, to forty acres at any time that the increase of trade may require it; a deposit of water, exceeding eighteen feet low water, may be obtained and preserved at its entrance; there will be a ready access to it from all the railways formed and forming, and the nature of the ground around is peculiarly favourable for the shipment of waggons, and other operations attendant on the shipment of coals.

From an allocation in the arrangement of the dock a moderate saving of capital is effected, and the sum of £100,000 may be assumed as the utmost extent of capital that will be required for the execution of the whole of the works, with the approach and shipping places, including the purchase of the land; this capital is proposed to raise in four shares of £10 each, under the authority of an Act of Parliament, limiting the liability of each shareholder to the amount of his share. The consent of the Corporation of Newcastle, as conservators of the river Tyne, has been given; and as the terms for the purchase of the five shares of the property have been arranged with the Dean and Chapter of Durham, and all other parties interested, an Act of Parliament will be obtained without opposition. An arrangement has also been made to secure an access to the dock for all coals at a fixed rate.

The following is a very moderate estimate of the revenue which may be fairly calculated upon, giving a return of upwards of 4½ per cent. on the capital proposed to be raised.

STATEMENT OF REVENUE AND ANNUAL CHARGES.

Dock dues on 1,000,000 tons of coals, at 10s. each, £100,000 0 0
Charges of conveyance and shipment, at 10s. each, 10,000 0 0
Rents from vessels lying up in winter, and dues for the shipment and delivery of timber, and merchandise, docking and undocking vessels, &c. 2,500 0 0

Annual revenue £112,500 0 0
Annual expenses 10,000 0 0

Clear annual profit £102,500 0 0

Applications for the remaining shares to be made to the provisional committee in London, at their temporary offices, No. 3, Crosby-hall-buildings, or to Messrs. George Broun and Co., No. 12, Cornhill, accompanied by a deposit of £5 in the case of the limited shareholders, and by the existing shareholders, in case of the standing orders of the House of Commons.

F. J. BELLAW, Secy., London, March 20.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

FRIDAY.

Lead—Return ordered, "of the imports and exports of lead and lead ore, for the last year, ending the 31st day of January, 1839."

Internal Communication—Petitions for regulating the taxes on all kinds of travelling; from the Edinburgh and Dalkeith Railway Company; and Ardrossan, &c.; ordered to lie on the table.

Railways (Ireland)—Petition from Roscrea, for appointing a select committee to investigate the best lines; ordered to lie on the table.—Petition from Clonon, against the proposed measure; ordered to lie on the table.

London and Southampton Railway (Portsmouth Branch)—Petition of owners or occupiers of land or other property in Titchfield, for causing a station to be erected at that place; referred to committee on the bill.

MONDAY.

Dean Forest Mines—Copy presented of the first report of the Dean Forest Mining Commissioners (by Act); ordered to lie on the table.

Railways (Ireland)—Copy presented of resolutions and memorials to the Irish Government to the Chancellor of the Exchequer respecting railways in Ireland (ordered 22d February); ordered to lie on the table.

Commercial (London and Blackwall) Railway—Petition against; referred to committee on the bill; counsel ordered.

Great Western Railway—Bill reported; report ordered to lie on table.

Great North of England Railway—Bill read second time, and committed to Mr. PEARCE and the South Durham list.

London and Southampton Railway—Bill reported; report ordered to lie on the table.

South-Eastern Railway—Bill read second time, and committed to Mr. L. HODGKIN and the South Kent list.

Railways (Ireland)—Petition from the city of Cashel, for adopting the report of the commissioners; ordered to lie on the table.

WEDNESDAY.

Mr. Speaker reported the Royal Assent—To the Preston and Wyre Railway Bill.

North Midland Railway—Bill reported; report ordered to lie on table.

Stamannan Railway—Bill read second time, and committed to Mr. LOCKHART and the South Scotland list.

Newcastle-upon-Tyne and North Shields (Tynemouth Extension) Railway—Two petitions against; ordered to lie on the table.

Commercial (London and Blackwall) Railway—Petition against; referred to committee on the bill; counsel ordered.—Petition (presented 21st March) referred to committee on the bill; counsel ordered.

Manchester and Leeds Railway—Petition against; ordered to lie on table.

Patent White Lead Company—Petition for bill reported, and bill ordered to be brought in by Mr. HUNT and Mr. MACKINNON.

Northern and Eastern Railway (No. 2)—Bill "to enable the Northern and Eastern Railway Company to alter the line of their railway, by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Rhodith, and to amend the Act relating to the Northern and Eastern Railway;" presented; read first time; to be read second time.

Edinburgh, Leith, and Newhaven Railway—Bill read second time, and committed to Mr. G. CRAIG and the South Scotland list.

Railways (Ireland)—Five petitions against the proposed measure; ordered to lie on the table.—Two petitions for appointing a select committee to determine the best lines; ordered to lie on the table.—Petition of John Godley and E. Stephen Clarke against the adoption of any plan of railways prejudicial to them, without an opportunity to be heard; ordered to lie on table.

Railways—Petition of common carriers, merchants, and others engaged in trade between London and Manchester, for insuring the conveyance of goods by railways without priority or preference; ordered to lie on the table.—**Act** returned, "of all monies to be raised under the sanction of the Acts whereby railway companies have been incorporated, between the 1st day of January, 1839, and the 1st day of January, 1839, distinguishing in a tabular form the sums to be raised by each company respectively; as also the sums to be raised as principal from the sums to be raised by loan or mortgage; and stating the several Acts under which the said several sums are to be raised."—Account of the several sums proposed to be raised by railway companies, under the sanction of bills now in progress through Parliament, distinguishing by which companies the several sums are proposed to be raised, and whether as loans or as principal.

Railways and Canals (Ireland)—Petition for allowing the deposit of 5 per cent. on all such undertakings in Ireland, in lieu of the deposit now required under the standing orders; ordered to lie on the table.

Edinburgh, Leith, and Newhaven Railway—Petition against; referred to committee on the bill; counsel ordered.

Patent White Lead Company—Bill "for forming and establishing the Patent White Lead Company, and to enable the company to purchase certain Letters Patent;" presented; read first time; to be read second time.

Railways (Ireland)—Report thereon deferred from Monday, 8th April, till Monday, 22d April.

LAW INTELLIGENCE.

CROYDON RAILWAY COMPANY.

COURT OF CHANCERY—MARCH 26.

Doe v. THE COMPANY.—This was an appeal from an order of the Vice-Chancellor, dissolving an injunction which restrained the defendants from taking possession of a wharf belonging to the plaintiff, under an agreement. It appeared that by the Act of Parliament establishing the railway company, they were empowered to purchase such land as they might require from the Croydon Canal Company. In order to neutralise any opposition to the Act by the lessees of the Croydon Canal Company, it was agreed that their interest should be also purchased by the railway. Mr. Doe, who was a leasee under the canal company, having called upon the railway company to fulfil their agreement, and satisfy him for the value of his wharf, they refused to do so, and avoided themselves of a stipulation in his lease to vacate the premises upon six months' notice being given. At the expiration of that period an ejectment was brought, and his Honour, thinking the plaintiff had no equity, dissolved the common injunction which had been obtained.

The Solicitor-General and Mr. Jacob appeared for the plaintiff; Mr. Wigram, Mr. Richards, and Mr. Martin, for the Railway Company.

The LORD CHANCELLOR having recalled the facts of the case, observed, that as soon as the plaintiff gave notice to the railway company to purchase his interest pursuant to the agreement, the situation of purchaser and vendor was created. Undoubtedly the canal company had a right to determine their lease to Mr. Doe upon six months' notice, but it would be sanctioning a breach of faith to permit the railway company, although substituted for the canal company, to destroy that which they had contracted to buy, by giving and setting upon a notice to quit. The agreement protected the lessees, and whether their respective terms were absolute or determinable, might affect the question of value, but could not alter the right to compensation. The railway company wished to obtain by possession what they had agreed to purchase, but they were fixed with the character of purchasers, and the injunction must be continued until they could come to some arrangement satisfactory to all parties, either privately, or by the intervention of a jury.

COURT OF CHANCERY—MARCH 27.

PHILIPPS v. JONES.—Mr. RICHARDS and Mr. PULLEN moved to discharge an order of the vice-chancellor, refusing an injunction to restrain the defendant from proceeding at law. The plaintiff took a lease for twenty-one years of a coal mine at Swans, under a condition of paying a rent of 300*l.* a year calculated on the raising of so many bushels yearly, and a further sum of 10*l.* for a number of bushels extra. The plaintiff had paid 2700*l.* in rent, and expended much money without being able to get at the coal; and he had found that the whole of it, when raised, would not amount to what he had already paid. Under these circumstances he sought protection from an extraordinary use of the contract, and proposed to set off the sum he had paid against the whole value of the coal. The defendant brought an action for the rent, and the vice-chancellor refused to interfere.

Mr. SPENCE was absent to proceed on the other side, when the LORD CHANCELLOR stopped him by observing that the plaintiff could not pay his rent with another man's money. The contract was clear for a rent of 300*l.* whether coal was raised or not; and the plaintiff could not take the rent already paid to discharge the obligation for the coal supposed to be in the pit. If the plaintiff proposed to pay for the coal in order to get his lease cancelled, that might give him some title to the protection of the court, but the present motion must be dismissed with costs.

RHYMEY IRON COMPANY.

VICE-CHANCELLOR'S COURT—MARCH 27.

JACKSON v. BOWLER AND OTHERS.—Mr. KNIGHT BRUCE, with whom was Mr. HODGKIN, moved for an injunction to restrain the defendants, who are the directors of the Rhymney Iron Works, in Monmouthshire, from appropriating any part of the property, real or personal, of the company for the endowment of a church or school. The plaintiff was a holder of ten shares in the company, which had a capital of 500,000*l.*, divided into 10,000 shares. The company was established in 1836, for working iron mines in a wild and uninhabited part of Monmouthshire. Since that time a large number of workmen, with their families, were collected on the company's estate, and the moral and religious instruction of these persons was, it seems, a subject of consideration at a general meeting of the proprietors. A majority of the proprietors expressed their desire that the company should make a provision out of its own funds for the endowment of a church connected with the Es-

tablished Church, and schools, on the company's estate. The subject was referred to the directors, who came to a resolution, of which the following were the terms:—"Nov. 21, 1838. The directors of the Rhymney Iron Company having taken into their serious consideration the opinion so generally expressed at the last general meeting of the proprietors, that a church, according to the Established Church of England, and schools for the education of children of persons in the employ of the company should be provided, report that they entirely concur in the opinion expressed, and that with a view to promote an object not less their duty than their interest, they have had communications with the Marquess of Bute, Mr. Stacey, the Rector of Gallygear, and other parties interested, and after fully considering that the company having caused to be made on what were before almost barren mountains a population of 8000 souls, and that number increasing daily, and nearly the whole of that population residing on the freehold property of the company, in the parish of Redwelly, in Monmouthshire, at a distance of nearly five miles from the parish church, the directors beg leave to express their unanimous opinion that the company are, upon every principle moral and religious, bound to provide and endow a church for the use of the tenants of the Rhymney Iron Company and others. And they recommend the proprietors to authorise the trustees of the company to convey, in such manner as may be advised, so much of the freehold land of the company as shall be necessary for the purpose of a church, churchyard, minister's house and garden. And they recommend, for the endowment of the same, that the proprietors should authorise and order the directors of the company, from the funds of profits accumulated in their hands, to invest in 1839 and 1840 so much money as will in three years purchase the sum of 2000*l.* Consols and 2000*l.* Three per Cent. Reduced, or such other securities of equal amount of income, in conformity with the regulations required by law for the endowment of churches, to be for ever applied to the maintenance of the minister and the repairs of the church; and that the directors further recommend that the proprietors allow a subscription to be solicited from public and private funds applicable to church building purposes, from the Marquess of Bute, the proprietors, and all other well-disposed persons for the means of providing the funds necessary for building the said proposed church and parsonage-house. The directors consider the establishment of schools as a matter most essentially desirable, and although they would expect from any clergyman who may have the appointment an active and zealous co-operation in their management, they would consider the schools a property apart from the church, and retain in their sole power the appointment and dismissal of masters and mistresses." The resolution then proposed some further arrangements on the subject of the schools. The plaintiff was no party to the resolution, and he opposed it upon principle. The purpose might be highly moral and religious, and to a sincere member of the Church of England might be particularly gratifying; but the company had no right to divert the funds with which they were entrusted from their ordinary trading purposes into this way of a forced benevolence. If so happened the Church of England was in favour with the present governing body of the company; but their successors next year might be Jews, or persons of any other persuasion, who, upon the same principle, would think it very right to apply 4000*l.* more in building a synagogue or conventicle. The learned counsel contended that the majority of the company had no power against a single dissident to abstract any portion of the funds of the company from its original purposes, and to apply it to objects wholly unconnected with the company's pursuits. A chaplain, or a surgeon, or a schoolmaster might possibly be a proper item in the company's expenditure; but was a very different thing from founding a church or endowing an hospital, or establishing any other charity of a perpetual nature, with a view to the benefit not of the company, but of a whole district. After the present notice of motion had been served, it was discovered the directors had petitioned Parliament for leave to bring in a bill for the purpose of building a church and schools. That was an afterthought. The Legislature, of course, might take away any man's property, and it was not intended by the injunction to restrain the application to Parliament. That would be opposed in the proper place. But the present motion was made to restrain the company from making any such appropriation and investment as the resolution contemplated.

Mr. JACOB and Mr. RICHARDS opposed the motion.

Mr. KNIGHT BRUCE replied at considerable length, and strongly urged the court not to act upon the detestable principle that the end justified the means.

His HONOUR said it appeared to him the facts of the case were not in such a position as to allow him to grant an injunction. There may circumstances hereafter arise to justify the interference of the court, but at present there was a defect of case. The proper way was to make an order at all, but to let the matter stand over generally, with liberty to apply. It was not a case of costs, and for this reason, that it was only by the happening of something subsequent to the notice of motion that the court is not in a position to make an order. There was a case originally which would justify the application, though circumstances at present do not authorise the court to interfere.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

VICE-CHANCELLOR'S COURT—MARCH 28.

BOWLER v. THE COMPANY.—Mr. K. BRUCE (with whom was Mr. C. Freeling) applied to the court for an injunction, *ex parte*, to restrain the defendants, their agents, and workmen, from entering upon taking possession of, or in any way interfering with a piece of land, situate at Swinton, county of Wilts, the property of the plaintiff, until the railway company should have first paid to the plaintiff the purchase-money thereof, according to the stipulations of an agreement which had been entered into between the parties, and whereby it was agreed that the plaintiff should be compensated for his land at the rate of 175*l.* per acre. It appears that, previous to the passing of the defendants' act of parliament, a negotiation was entered into with the plaintiff by some of the promoters of the railway, which ended in an agreement for the purchase of the land at the price per acre mentioned, and it also included the payment of certain costs arising out of the investigation of title. Since the passing of the company's act, the defendants had adopted the agreement, and they lately took possession of the land and placed 40 workmen upon it for the purposes of the railway, without having complied with the terms of the agreement, which were to the effect that the company should not take possession of the land or commence their works thereon until the purchase money, as stipulated for, should have first been paid to the plaintiff.

His HONOUR said it was a clear case for an injunction and granted it.

ACCIDENT AT THE RHYMEY IRON WORKS.—We are informed, by a correspondent at Dowlais, of the melancholy death of Mr. J. Richards, principal engineer to the above works. The cause of this unhappy event, which happened on the 25th inst., was a fall from the main beam left to the bottom of the new engine-house, which caused almost instant death. As a practical engineer Mr. Richards was unrivalled in the principality; the splendid arrangement, and the powerful, though duplex machinery of the works, will corroborate this assertion; and a convincing proof of the high estimation in which he was held by the workmen will be found in the fact of their having presented him with a valuable gold chronometer on his leaving Dowlais to commence his engagement at these works. In Mr. Richards the company will lose a faithful and talented engineer, and the workmen a judicious and indulgent master.

THE APEDALE IRON WORKS.—We understand that the Apedale Iron Works, recently advertised, have been worked by the present lessee to very considerable advantage. The mines, both of coal and ironstone, are very extensive, and may be said at present to be merely cropped; and it appears, from a calculation we have seen, and which has been made with a strict regard to facts, that, owing to the facility of working them and other natural advantages, pig-iron of superior quality is made on the Apedale estate at a less cost by twenty-five shillings per ton than almost any where else in Staffordshire. The three furnaces now in blast, the lease of which will expire next year, average a make of about 180 tons per week, and it is calculated are yielding, at the present price of iron, a profit of not less than 2*l.* 10*s.* per ton.—*Staffordshire Advertiser*.

STEAM BRIDGE.—It is said that a company is now forming in London for the purpose of opening a communication, by means of a steam-bridge, between Kent and Essex. The bridge will be so constructed as to convey over, in five minutes, from fifty to one hundred passengers, with at least half a dozen carriages of various descriptions, and the latter will be enabled to land and to embark without either unshipping horses or passengers, and this, too, at a trifling cost.—*Champion*.

PROPOSED SHIP CANAL ACROSS THE Isthmus of PANAMA.—The following resolution, accompanied by a report and voluminous appendix, interspersed with sundry maps and diagrams, was presented to the House of Representatives from the committee on roads and canals by Mr. MCCRACKEN, on Saturday, the 2d inst. The resolution was adopted by the House, and the report, &c., ordered to be printed. Resolved,—"That the president of the United States be requested to consider the expediency of opening or continuing negotiations with the governments of other nations, and particularly with those, the territorial jurisdiction of which comprehends the Isthmus that connects North and South America, and to which the United States have accredited ministers or agents, for the purpose of ascertaining the practicability of opening a communication between the Atlantic and Pacific Oceans by the construction of a ship canal across the Isthmus; and of securing, for ever, by suitable treaty stipulations, the free and equal right of navigating such canal to all nations, on the payment of reasonable tolls."—*New York papers*.

PROCEEDINGS OF PUBLIC COMPANIES.

DUBLIN AND DROGHEDA RAILWAY.

A special general meeting of the English shareholders in this railway, convened by advertisement, on very important business, was held in the large room of the York Hotel, King-street, Manchester, on Monday last, and was attended, we believe, by a majority of the shareholders in this town and neighbourhood.—On the motion of Mr. ANDREW HALL, Mr. RICHARD COLLINS was called to the chair, and read the notice of the meeting, and the proceedings of the last general meeting in Manchester on the 14th February last, when a committee was appointed to draw up a memorial to government, stating the situation of the company, and the necessity of their having an early understanding as to the course which government means to be adopted, and the fact that a vigorous prosecution of the work is not to be expected while there is a probability that it is to be met by a government competing line.

Mr. E. S. WALKER said he had waited upon Lord Morpeth, together with Mr. Hamilton and Mr. Vickers (a Sheffield shareholder), in order to obtain from his lordship some information as to the course proposed to be adopted; but his lordship told the deputation he could give them no answer till after he had brought forward his proposition respecting Irish railways in parliament.—Mr. C. J. S. WALKER said he had subsequently seen Lord Morpeth, with Mr. Hamilton, and his lordship said much the same thing to them, and advised them to make hay while the sun shone. They afterwards waited on the Chancellor of the Exchequer, who said he could give them no answer till after Easter, when he should be most willing to receive any deputation from Manchester or Ireland. He treated them with great politeness, and seemed favourable to them.—Mr. Wm. EDW. BOLTON, the company's secretary, said that Lord Morpeth had distinctly told Mr. Hamilton, "Push on your works," which he thought a very strong expression, coming from a cabinet minister. His lordship had said the same thing to himself in Dublin.—The CHAIRMAN asked what answer the deputation had got as to government granting the company any pecuniary aid.—Mr. J. S. WALKER said the deputation could get no promise or answer on that point, and Mr. BOLTON said that recently Lord Morpeth had distinctly promised Lord Malahide to do his best to get government to give aid. The directors had every reason to be satisfied with the conduct of Lord Morpeth, for he had behaved to them as a gentleman and a man of honour. When in Ireland, he even took the trouble personally to inspect the works, and expressed to Lord Malahide and himself (Mr. Bolton) great pleasure at seeing them in progress.

Mr. GEORGE SANDARS said, that as the directors wanted more capital, the Manchester shareholders wished to know something of what was doing as to the arrears.—Mr. BOLTON.—We have taken proceedings against about fifty of the defaulters, and those proceedings are ready to go to a jury next term.—A SHAREHOLDER having asked the amount of the defaulters, the CHAIRMAN read some memoranda as to the share list, from which it appeared that 3893 shares out of the 6000 original shares were taken up, and that of the 3893, the second call (of 5*l.*) had not been paid on 1839, and the first call (of 2*l.* 10*s.* making with the deposit 5*l.*) had not been paid on 413 shares. If those arrears could be got in, the company would have 10,000*l.* in hand.—In answer to a question, Mr. BOLTON said, that the 413 were the shares of original holders, who had sold the scrip, that scrip being chiefly in the hands of Englishmen; but of course the original shareholders were the parties liable; for the shares were still standing in their names, and had never been transferred or registered. Almost the whole, at least three-fourths, of these original shareholders, were fully able to pay.—The CHAIRMAN stated, that there were only thirteen individuals in England who had not paid up the second call. He then read a statement, which showed the total number of shareholders were 425; total shares 3893, on which 3480 had paid the first call, and 4054 the second.

The CHAIRMAN explained that the 1,839 shares, on which the second call was not paid, included the 413 shares already referred to.—Mr. BOLTON said that the company had got 50,000*l.* out of 60,000*l.*; while on the line from Belfast to Armagh, they had got in by legal proceedings 20,000*l.* out of 30,000*l.*, in six months, leaving 10,000*l.* still due.—Mr. BOLTON explained that 15,000*l.* was wanted to pay to parties from whom land had been purchased, and who would not give the company time for payment. Many of the landowners on the line from Drogheda to Malahide were favourable; but from Dublin to Malahide they were chiefly merchants, having their villas, and, not being friendly to the line, they would not give the company an hour's time.

Mr. A. HALL stated that, after the last half-yearly meeting in Dublin, the board having in the interim been put in possession of Lord Morpeth's measure as to railways in Ireland, held two meetings—at one of which they elected a new chairman. Their late chairman, Mr. Hamilton (and a more efficient man could not be), was now vice-chairman; and Lord Talbot de Malahide was appointed chairman.—The resolutions passed at the board were read by Mr. S. D. DARRISMAN; and by them it appeared that a deputation, consisting of Mr. Hamilton and other gentlemen were appointed to wait on Lord Morpeth, to obtain, if possible, a guarantee that no competing line should receive the sanction of government, and to urge government to insert a clause in the proposed bill, empowering the board of control to lend money on the northern railways. The report of Mr. Hamilton, as to the result of the deputation's interview with members of the government, was then read; it agreed with the statements above given as to the answers given.—Mr. A. HALL said that the meeting was now in possession of what had been done since the last meeting here on the 14th February.

Mr. G. SANDARS asked what amount the directors intended to call up?—Mr. BOLTON said their present intention was not to call up more than 30*l.* a share (of 100*l.*), for two reasons; first, they calculated that 50*l.* would give them a paying, profitable line; and it was the advice of Mr. McNeill, their consulting engineer, that they should lay down a double line from Dublin to Malahide; and from Malahide to Drogheda, in the first instance only the two inner rails, and use it so for one or two years till the embankments were completely consolidated, and then the proprietors could decide whether they would have the two outer rails laid down and paid for out of the surplus profit, or whether they would submit to a small call for that purpose. The other reason was, that the shares in the two sister lines, from Drogheda to Armagh, and from Armagh to Belfast, were 50*l.* shares; and it was desirable that those of this company should be the same, that hereafter the three companies might be consolidated, by which great economy would be obtained in the general management.—In answer to a question from Mr. Sandars, Mr. BOLTON said, that if government granted assistance there would be no necessity to call for so much as 50*l.* per share. The construction of the railway could be completed, as stated, for 50*l.* a share, involving an outlay of not more than 300,000*l.* on the 6000 shares, and the directors thought that they had a right to expect government to advance them pound for pound; for the advance to the Ulster Canal had been 3*l.* for every 1*l.* expended.—The CHAIRMAN.—That would only involve calls to the amount of 25*l.* per share; and if the call of 2*l.* 10*s.* now to be considered should be made, and responded to, we shall already have paid one-half the amount (25*l.*), that we are immediately required to pay.—Mr. G. SANDARS.—And I think a strong case will be made out to go before Parliament.—The resolutions, seven in number, were then read *pro forma*.—Mr. A. HALL having read a statement, written by Mr. Bolton, setting forth the advantages likely to arise from taking the course indicated by the resolutions, Mr. J. B. LOCKER moved the first resolution, and said that on Saturday he had met a gentleman, born at Ballbriggan, who assured him that, as to traffic, this would be a very superior line to the Liverpool and Manchester Railway. This gentleman regretted that he had not been a shareholder at first, and said he thought he should shortly become one, because he was convinced that, whether government took it into their hands or not, all the traffic from the north would eventually come to Dublin by this railway. He trusted that government would see the advantage of advancing them a little money.—Mr. A. HALL seconded the resolution, which, as well as the rest, passed unanimously.

Mr. G. SANDARS, in moving the second resolution, said he was of the same opinion of the line that he ever had been—that, if carried out, it would be one of the best lines in Ireland, if not the best. He was sorry it had not been carried forward with more energy; and if the proprietors at large had supported it as they ought to have done, it would now have been half finished.—Mr. W. VERNON seconded the resolution, which passed unanimously.

Mr. G. HENWOOD moved the third resolution; in seconding which, Mr. P. ECKERSLEY adverted to the statement in the papers as to the

Parliamentary return of the number of persons carried by coaches and by railways, being 4,800,000 by coach, and 14,400,000 by railway; so that there could be little doubt of the remunerative character of this line, when completed: the estimate might, in fact, be trebled, for if three times as many persons travelled by railway in England as by coach, he did not see why it should not be so in Ireland.—Mr. A. HALL adverted to the number of cars kept in Ireland, which railways would put down, and said, he thought the proportion of traffic would resemble that upon the Belgian railways between Brussels and Antwerp.

The CHAIRMAN said, as to the works being constructed within the amount of the estimates, Mr. Bolton had taken the estimate as reduced to 460,000*l.*, and had said to the company, "Give me 10 per cent. on the savings on that sum, after the completion of the line in a superior and workmanlike manner, including all the expenses, from the beginning to the completion, the stations and various erections, and with eight engines and fifty carriages, and I will give you my services as secretary, without charge, for one year, after the railway is completed, which would give me, I calculate, about 9000*l.* in lieu of 2500*l.*, as five years' salary." Mr. Bolton had himself received a professional education as an engineer, and was, therefore, in some degree, competent to judge.

Mr. BOLTON said, the Ulster line was being completed at a much lower rate than had been anticipated, viz., for 10,000*l.* a mile, though their section was not so favourable as this company's, for they had a gradient of 1 in 200, while the worst in this line was 1 in 336.—Mr. G. SANDARS said, that this was the most important resolution of the series. He repeated that he had a very high opinion of the line, as to its remunerative character, if carried out; but he should support this resolution on the distinct understanding, that, if the shareholders here responded to the call, immediate steps should be taken to enforce payment of the arrears, which, in Ireland, were stated to be 7825*l.*, and in England 3483*l.*. Unless this was the intention of the directors, he would not pay another call. He had looked over the expenses hitherto incurred from the beginning of the undertaking; and, having had a little experience in railways, and Parliamentary matters and expenses regarding railways, he thought them very moderate, and an earnest that the thing would be carried out efficiently and economically. But one item was rather an extraordinary one, that of 1070*l.* 17*s.* 1*d.* for the expense of two inquiries to fix the value of land to be bought by the company.—Mr. BOLTON said, the first inquiry was extraordinarily expensive, because of its being, in fact, a trial as to the nature, bearings, and powers of the company's act. They were put to very considerable expense by the claimants, all of whom in that district were unfavourable. The company paid the assessor; it was necessary to have a first-rate man, and accordingly they got Mr. Richard Keating, Q.C., who was the assessor for the Kingston Railway, and he was paid ten guineas a day. Able counsel were employed, as the powers of the Act were contested. The jury was also liberally paid; and Mr. Lee, of Manchester, who saw the expenses, considered that the company could not get off for 200*l.* more than the actual amount. The whole amount was for costs out of pocket. It was necessary to have a sufficiently strong corps of witnesses. In Ireland, the daily expense of an inquiry was 100*l.*, and this inquiry lasted eight days; for there were law points to settle of great importance; as for instance, whether the company were bound to pay the cost of claimants, which occupied two days in argument. The second inquiry just cost one-eighth of the former, having got many law points settled; and he was happy to say, though every quibble and point was raised by the hostile claimants, the act was found to be a good one. These matters, long settled in England, were all new in Ireland, and consequently greatly increased the expenses of the first inquiry—which it was his duty, pride, and interest, to have as low as possible. As to the arrears, the course which the directors had determined to take with the defaulters, was to go to trial with them at once. If any were in doubtful or bad circumstances, if he rightly understood the intentions of the directors, it was to forfeit these shares; but those who were able to pay would be compelled to do so without delay.—The CHAIRMAN—Then, is the meeting to understand that you give that undertaking?—Mr. BOLTON—I cannot pledge the board; but I pledge myself, as a gentleman, to recommend to them that, in respect to the defaulters, the strictest measures be enforced.—[A conversation then ensued, in the course of which it was agreed that the Manchester shareholders should send 75*l.* to Dublin for every 100*l.* received by the directors in Ireland, on the call to be made forthwith].

Thanks were then voted to Mr. Collins for his conduct in the chair, and the business terminated.

A conversation ensued, however, as to the estimates of traffic; Mr. Bolton having brought from Dublin the books, on which the last estimate of traffic (one subsequent to the parliamentary estimate) had been obtained. There appeared to be a wish on the part of several Manchester shareholders, that another estimate should be taken (the cost of which was stated to be 160*l.*), as it was confidently expected to be found more advantageous than the last, which was taken at an unfavourable period of the year.—It was ultimately left to the consideration of the Manchester committee, and the shareholders then separated.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

The annual meeting of the proprietors of this undertaking was held at the Assembly Rooms, in Newcastle-upon-Tyne, on Tuesday, the 19th inst., at which a very numerous body of the shareholders attended.

MATTHEW PLUMMER, Esq., in the chair.

The CHAIRMAN opened the business of the meeting, by stating that the directors had a short time ago communicated to the shareholders (by circulars from the secretary) their opinion of the prosperous state of the affairs of the company, on which he had great pleasure in congratulating the meeting.

Although their prospects had occasionally had a passing cloud over them, yet by the exertions of the directors, supported by the confidence of the shareholders, they had been able to surmount many difficulties which lay in their path; and he could assure the meeting that it was highly gratifying to the directors to meet the shareholders, on this their annual meeting, under such favourable circumstances, for no one could now entertain the least doubt of the great value of the undertaking, and that the shareholders would be amply rewarded for their patience and perseverance.

The following report of the directors was then read by the secretary:—

REPORT.

The directors feel great satisfaction in meeting the shareholders, to lay before them a statement of the progress made during the last year, towards the completion of this great undertaking, and to point out the cheering prospect now opening on their view. With reference to that prospect, they considered it their duty to make a communication, by letter, to each shareholder, and to state the course which the great improvement in the revenue of the company would enable the directors to recommend to the annual meeting for adoption. The principal object of the directors, in making that communication, was, to give to the shareholders some means of forming a correct estimate of the value of their property.

A variety of unforeseen causes, principally relating to unavoidable delays in arranging for the purchase of properties required for the line, have prevented the opening of the different portions of the railway at the periods calculated upon by the directors. But they have now the satisfaction to inform the shareholders, that, from the state of the works, as detailed in the report of the managing committee, little doubt need now be entertained, but that, very soon after Midsummer next, the last remaining portion of the railway will be completed, and the line then brought from Blaydon to its present intended terminus, in the immediate vicinity of Newcastle. It will be seen by the report of the managing committee, that when the works mentioned therein are completed, forty-six miles of double line will be finished, leaving twenty miles only of single line. This twenty miles of the single line the directors pronounced should be also made double, as speedily as possible.

The directors, in their last year's report, drew the attention of the shareholders to the great improvement in the line which they had acquired the power to make on the north banks of the Tyne, by an arrangement for the purchase, on fair terms, of the land required for the purpose. (On this land, note the last works of Messrs. Walker, Parker, and Co., the principal depot for Newcastle will be placed) from which, in reserve a communication with the original Parliamentary line, as intended plan, to be wrought by a hand engine, will be made from east of the Newcastle Suburban Water Works, to the intended new quay, on the shores west of the Skinner Burn, and in the depth there, for the convenience of the trade of the river, and the lower part of the town, thus making the main depot useful for all purposes. These arrangements have occupied much of the time and anxious consideration of the directors, and have been determined upon as the best in all respects for the interests of the company; as, by these means, passengers will be brought at once to their destination by locomotive power, and without the intervention of an inland place, as was originally contemplated.

The directors can assure the shareholders, that their railway is, in the opinion of persons highly competent to judge—and which opinion is confirmed by the statements in the Report of the Commissioners on Irish Railways—one of the best-constructed railways in the kingdom, taking all circumstances into consideration; and that it has cost much less than any other similar work. They therefore feel that they can now congratulate them on the unexceptionable progress of the entire scheme of the undertaking, and upon the immediate realization of a return upon the capital embarked. The directors are aware that many and various questions of length of time which has elapsed between the commencement of the work, and the

opening of its present bright prospect; but it must not be forgotten, that the work was begun at a time when railways were not regarded in the favourable light they are in the present day; and that from causes, which they are at a loss to discover, the Newcastle and Carlisle Railway was not appreciated by the public in the way which it is now evident it deserved to be; and, further, that, having been commenced on a plan calculated for the conveyance of mineral and agricultural produce, and general merchandise, by the application of horse power, the capital expended would be very materially less than that which was necessarily required for locomotive power, with all the contingent arrangements for the quick transit of passengers. Much time was lost in surmounting the financial difficulties by which it became beset, some of which occurred at a period of great embarrassment in the commercial world. These evils, however, have not been attended with same loss to that economy and care which, they can confidently assert, and as proved by the fact, has attended its progress throughout.

The prospects of benefit to the company, held out by the directors in their last report, as likely to result from the opening of the middle part of the line, have been fully realized. The mail is now conveyed twice daily between Newcastle and Carlisle, and this railway is adopted as the shortest route, in point of time, to and from the metropolis, Liverpool, and Manchester, and most parts of the populous manufacturing districts on the west side of the island. Persons quitting Newcastle on one evening are enabled to reach London, on the following morning, having conveyed by Carlisle by coaches to Preston, where they take the London train. The above journey will be much expedited by the opening of the railway from Preston to Lancaster, which is expected to take place shortly.

Further beneficial results are also looked for by the near approach of the completion of the Brandling Junction Railway, opening out, as it will do, the communication below Newcastle for the shipment of coal, and affording the means of transit of passengers and goods to and from its different terminal at Sunderland and South Shields; and also from the opening of the Newcastle and North Shields Railway, which, although it does not effect an immediate junction with the Newcastle and Carlisle Railway, will doubtless cause a considerable increase in its revenue, by the facilities it will afford to parties from the west going to the populous and thriving towns of North Shields, and to that delightful and much-frequented watering place, Tyne-mouth, and its neighbourhood.

In addition to the lines of railway in progress south and east of Newcastle, as mentioned above, your directors have great pleasure in drawing your attention to the prospective benefits that will result from the railways now in progress, and projected, to communicate with the west end of your line, viz., the Carlisle and Maryport, now in course of execution; and the Carlisle and Penrith, for which plans have been prepared, and a company is in the course of formation.

Various projects for a railway communication between Newcastle-upon-Tyne, Edinburgh, and Glasgow, have, during the last two years, been brought before the public, and also been recommended to the notice of your directors, in various shapes, although not unfrequently in such a way as to excite much of their attention. But Acts of Parliament being obtained, and the works being in progress, for lines of railway which will shortly connect Newcastle with the southern parts of England and the boundaries from Newcastle to Edinburgh and Glasgow.

At a meeting held in Newcastle, in August last, by parties desirous of forwarding a railway between Newcastle and Edinburgh, it was resolved, that an amicable engineer, then present, should, for the future guidance of the parties interested, examine into, and report upon, the different ways that had been suggested. But it subsequently appearing that a line by the east coast had been laid down and recommended for adoption, without much examination of any other, and as the directors had reason to believe that a line could be obtained more convenient to the public, of greater benefit to the country in general, less costly, and likely to yield a larger revenue to the parties who might become the shareholders, they deemed it their duty, with a view of promoting an object so important to the interests of the company, to give directions to their engineer, Mr. Blackmore, to make an exploratory survey for an inland line of railway between Newcastle and Edinburgh. The result of that survey has, with the concurrence of your directors, been communicated to the public in an able report by the above gentleman, who proposes that the line, after taking the Newcastle and Carlisle Railway for about twenty miles, should then branch off to the west of Hexham, thus leaving a gap of about 40 miles to be filled in order to communicate with the city of Edinburgh, of easy execution as to expense, and the gradients varying from ten to thirty feet per mile, the latter only for about nine miles in length on completion of the line, and in another for four and a half miles—being more favourable than those of the Newcastle and Carlisle, or of the Liverpool and Manchester Railways.

The table of tolls and rates will be laid before the shareholders, for their approval. The following statement, made up from the weekly accounts, will show the increase of revenue derived from various sources during this year over the last, although the middle portion of the line was only open for trade since the 18th June last:—

Passengers exceeding.....	54 per cent.
Parcels do.	40 per cent.
Goods do.	49 per cent.
Cattle do.	30 per cent.
Time do.	7½ per cent.
Leads do.	11 per cent.
Stone do.	20 per cent.

And although the improvement in the general revenue is so marked a character, yet the directors do not hesitate in expressing their unqualified opinion, that the future increase will continue to go on in a corresponding favourable ratio. The shareholders are aware that it was originally intended that they should receive after the rate of 4*l.* per cent. upon the monies advanced by them, from the dates of the payments of the respective calls. This system was pursued, and the interest was paid, up to the 31st December, 1838, from which time it was abandoned, and all the resources of the company have been since applied to the completion of the works. It was, however, determined, that an interest account should be calculated up to the 24 January, 1837, when the last instalment of the quarter shares was payable, and that a debenture should be given to each shareholder, setting forth the amount due, and when, by each year, together with interest thereon at 4*l.* per cent., should be guaranteed to be paid previous to any division of profits in the shape of dividend—all the shareholders being by this arrangement placed upon the same footing.

Since that period, the works have been progressing efficiently and satisfactorily, as regards their construction—the revenue beyond what was required to defray the expenses of carrying on the traffic, having been applied towards those of the formation.

Referring to the amount of the receipts of the last year, the directors consider it would be unjust to delay paying a dividend to the shareholders, and having ascertained that with the balance remaining after all charges for the trade and interest on the monies borrowed, payable during that year, have been discharged, the company are enabled to do so, they are induced to recommend that a dividend of 4*l.* per share should be paid, and so in proportion upon the quarter shares—the debentures given to the shareholders for interest up to the year 1837, being previously provided for.

In anticipation of those resources which the company possesses under their Act of Parliament, the directors are not enabled to prosecute the works, but also to give to the shareholders the option of receiving payment of the amount of the principal and interest due on the debentures given for interest, either in cash or in debentures, bearing an interest of 5 per cent. per annum.

If the meeting deem it advisable that the interest debentures should be thus discharged, power should be given to the directors to act accordingly; after which the payment of the proposed dividend of 4*l.* per share may be made at such period as the meeting may choose to name.

In the formation of a railway of such extent as that between Newcastle-upon-Tyne and Carlisle, it is not only to be considered, that, at various points, deviations have been made beyond the Parliamentary limits, with a view to the improvement of the line. It is therefore again necessary to apply to Parliament for an Act to sanction these deviations. Notice has been given of such application, and in the new Act clauses will be inserted to retain the powers of the present Act for an extended period, to allow the completion of any part of the original railway which it may hereafter be determined to execute.

The passengers, tonnage, &c., during the year 1838, have produced 81,355*l.* 12*s.* 3*d.*—which sum, with the exception of 920*l.* 12*s.*, which remains in the hands of the treasurer, has been appropriated for working the railway and carrying on the trade of the company.

The report produced from the meeting decided marks of approbation.

It was then moved by Mr. GEORGE SAUL, and seconded by Mr. THOMAS WILSON.—That the report of the directors now read be received and adopted; and that it, together with the managing committee's report, and the accounts, showing the receipts and payments of the company to the 31st of December, 1838, for the formation of the railway stations, houses, engines, waggons, &c., and the revenue account for last year, ending at the same period, be printed, and a copy sent to each shareholder.—which was agreed to.

After a good deal of discussion, on various subjects connected with the business of the day, the CHAIRMAN called the attention of the meeting to the paying off the debentures given to the shareholders for interest, and making a dividend.

It was then moved by Mr. HURDSON, and seconded by Col. COULSON.—That the recommendation of the directors on this subject be adopted, and that the directors be authorized to provide for the debentures given to shareholders for interest, and interest due thereon, and that payment be made for the same in cash, or by other debentures bearing interest of 5 per cent. per annum, at the option of the holders; but that no new debentures be issued for a less sum than 100*l.*, and that such exchange or payment be made on or before the 28th day of May next; and that the directors be also authorized to pay a dividend of 4*l.* per share to the shareholders on the 18th of July next.—which was agreed to.

The CHAIRMAN stated, in answer to a question from a shareholder, that the profit of the traffic on the last last year would have enabled the directors to recommend a dividend of 8*l.* per share instead of 4*l.*, but that in consequence of the line not being quite finished they had thought it more prudent to confine themselves to recommending a dividend of 4*l.*

The directors who went out by rotation were re-elected, and Mr. RAMSAY was nominated again as a director by the Earl of Carlisle.

The thanks of the meeting were voted to the chairman, when that gentleman expressed his acknowledgments, and the meeting separated.

CANADA COMPANY.

The half-yearly general meeting of the proprietors of shares in this undertaking was held on Wednesday, at the company's house, St. Helen's-place, Bishopsgate.

CHARLES FRANKS, Esq. (the governor), in the chair.

The GOVERNOR read the minutes of the last meeting had been confirmed, read the report of the directors. It stated that the total value of

land by the company at Canada in 1838 had amounted to 15,718 acres, at an average of 12*s.* 3*d.* per acre, producing, with the sales of town lots in Goderich, 9926*l.* currency. After giving other statements relative to the affairs of the company, by which it appears that the quantity of land paid for to government, but unsold, was 1,126,900 acres, the report adverted to the disturbed condition of Canada, by which emigration had been materially lessened, as the reason of the falling off in the sales of land. The sales from 1827 to 1837, had averaged 68,300 acres per annum; but in 1838, owing to the disturbed state of Canada, only about 15,800 acres had been disposed of. The great value of the colony to this country had been fully established by the inquiries which had lately been made into. The propriety of maintaining the connection with the mother country was also established. Though emigration had been greatly checked, there were prospects of an increased number of settlers proceeding out in the spring. After adverting to other financial statements, the report alluded to the dispatches from the company's commissioners, which affirmed that in the western portion of Canada the land was so fertile that it was the finest wheat-growing country in America, and capable of supplying Great Britain with any quantity of that grain at a low rate. The company have still to pay government for land, under the charter, 79,000*l.*, the last instalment being in 1843, for which they would have additional quantities of land in their possession.

The report was, after some conversation, adopted, and ordered to be printed.

A ballot took place for directors, and, after thanks had been given to the governor and directors, the meeting adjourned.

BRITISH TIN MINING COMPANY.

A meeting of the shareholders of this adventure was held at the offices of the company, in Adam's-court, on Thursday, the 29th inst., at one o'clock, for the purpose of considering the expediency of abandoning the mine, and on general business.

J. BARCLAY, Esq., in the chair.

The secretary read the advertisement convening the meeting. The minutes of the last meeting, held at the George and Vulture, Cornhill, were read and confirmed.

The CHAIRMAN stated, that there was a question at the last meeting, whether it would not be to the interest of the shareholders to abandon the mine, and divide the assets, but as from the reports of Captains Drew and Francis, it appeared probable, from the nature of the ground, that the driving might be continued for the small charge of 2*l.* 10*s.* per fathom, the directors had thought it advisable to recommend a call of 2*l.* 6*s.* per share, for the further prosecution of the work; this motion was carried by eleven to ten, the whole of the call paid up, and the driving continued; but unfortunately the ground as they advanced became of a more unfavourable nature, and the price per fathom had gradually increased, and could not now be continued under 7*l.* or 8*l.*, and without any indications of being nearer the desired object; under these circumstances, the directors had stopped the prosecution of the work, to prevent further expenses, and came before them this day recommending a total abandonment of the mine, and a division of the property which remained, among the proprietors.

The SECRETARY then read a statement of the accounts, by which it appeared there was a balance in hand of 327*l.* 1*s.*; that the liabilities, besides the last month's cost, was 299*l.* 10*s.* 4*d.*, and that the at present estimated value of the materials was about 2300*l.*

A PROPRIETOR thought there was not a sufficient number of shareholders present to settle a question of such an important nature as the abandonment of the mine; he had no doubt the directors had done all in their power for the interests of the company, but still he thought it should be left to a larger representation of shares than the present meeting.

The CHAIRMAN said, he knew several large shareholders who were absent this day, who acquiesced in the proposals which the directors had made, and he thought the present meeting sufficiently numerous to decide upon those measures to the satisfaction of the proprietors at large. The directors had entered into a negotiation with the Cuddra Mining Company to take the whole of the materials belonging to the British Tin Company, at a fair valuation, to be paid for to paid-up Cuddra shares, the holder of every thirty shares in this company to be entitled to one such share. To endeavour to do justice to all parties, and to meet the views of such shareholders as might dissent from this plan, the directors of the Cuddra Company had agreed (after such valuation) which was to be the standard value of the exchange of shares) to put the whole of the materials up to auction (of course having the liberty to buy in any part thereof, as they might require), and the produce of such sale by auction, to be the standard by which those proprietors who dissent from the proposal, would be paid their proportion of the assets of the company; he thought this would be doing justice to all parties, and as the passing the resolutions which would be submitted would still leave them at perfect liberty to act afterwards as they might see fit, he trusted they would meet the approbation of the meeting.

A PROPRIETOR asked whether the Cuddra mine had ever been worked, and how long abandoned?

Mr. NIXON said it was certainly a very proper question, and one that he could only answer by alluding to that want of a spirit of enterprise which was sometimes to be observed, even in the most profitable mines in Cornwall. The Charlestown mine, for instance, which was now so abundantly productive, and which had been worked to such advantage in former years, had been allowed for years to lie idle before taken up by the present company, although great part of its wealth was even obtained from the surface to a depth of twenty fathoms. The same was the case with numerous others: he had every reason to expect the Cuddra mine (which had been also formerly worked to advantage) would turn out well; it was situated between the Charlestown and Great Crinnis mines, and the tin lode from Charlestown dipped east, and the copper lode from Crinnis west, so that they might expect large returns of both metals from this mine.

A string of resolutions, to the following effect, were then read, proposed, and passed unanimously:—

That the whole of the materials be sold, and the company dissolved.

That the directors take the necessary steps for the disposal of the materials. That a plan having been submitted to the meeting for the disposal of the materials to the Cuddra Mining Company, in exchange for shares in that company—Those shareholders who dissent to the plan proposed, be requested to sign a paper, in the hands of the secretary, to that effect, and deposit their shares with him for the purpose of making the exchange, and enabling the directors to carry such plan into effect; and that all shareholders who have not signed such paper, and deposited such shares before four o'clock on Tuesday, the 29th day of April next, should be considered as dissenting from the said plan, and would be paid off accordingly, and that the shareholders be requested to meet at the offices of the company on Wednesday, the 10th day of April next, for the purpose of ascertaining the result.

It was stated by the chairman that proprietors representing 3500 shares had already signed for an exchange for Cuddra shares.

Thanks were then voted to the chairman, and the meeting adjourned.

LIVERPOOL COMMERCIAL BANK.

The sixth annual general meeting of the proprietors of this bank was held on the 13th inst.

WILLIAM SMITH, Esq., in the chair.

The following were the principal portions of the report of the directors presented on this occasion:—The directors have pleasure in acquainting the proprietors that the result of the company's transactions, during the sixth year of its progress, has not been less successful than in the preceding years. The number of the reserved shares that have been appropriated during the year, is 299, (being forty more than were accounted in the last report,) and the addition of 7900*l.*, made thereby to the capital has raised its amount from 241,000*l.*, which it was at the commencement of the year, to 348,000*l.*, at its termination. The premiums received on these shares, the increase in the value of the investments in which these reserved surplus funds is placed, estimating them at the prices current on the 31st of December last, and the net profits on the business of the year, amount to 54,600*l.* 14*s.* 5*d.* The two half-yearly dividends paid to the proprietors, of 5 per cent. each, amounted to 34,800*l.* These dividends, as all previous ones have been, were paid out of the profits of business only. The residue of the year's gains, 19,719*l.* 14*s.* 5*d.*, has been carried to the reserved surplus fund, which is thereby raised from 150,500*l.* 2*s.* 3*d.* to 170,200*l.* 14*s.* 5*d.* It will be observed that the present dividend of 10 per cent. on the capital of 241,000*l.*, is a charge of only 6*l.* 10*s.* 5*d.* per cent. on 319,160*l.* 14*s.* 10*d.*, the amount of the capital and reserved fund combined, and therefore it is obvious, that, to give all the returns which this dividend requires, no selfish business need be pursued.

PUBLIC COMPANIES.

MEETINGS.

BISSE BRIDGE MINING ASSOCIATION.—Notice is hereby given, that a GENERAL MEETING of the Shareholders will be held at the George and Vulture Tavern, Cornhill, London, on Thursday, the 11th day of April next, at Twelve o'clock precisely, to take into consideration the present state and prospects of Bisse Bridge Mine, and generally the affairs of the Association.

By order of the Directors,
BAXENDALE, TATHAM, UPTON, and JOHNSON.
7, Great Winchester-street, March 25.

CALLS.

BRISTOL AND EXETER RAILWAY.—CALL OF FIVE POUNDS PER SHARE being the fifth instalment, and making, with former calls, the sum of £45 per share. The Directors of this Company, under the provisions of the Act of Incorporation, hereby give Notice, that the Proprietors of Shares are required to PAY, on or before the 5th day of April next, at any of the under-mentioned banks, the sum of £5 on each of their respective shares:—

In London..... Messrs. Glyn, Hallifax, Mills, and Co.
Liverpool..... The Bank of Liverpool.
Manchester..... The South Lancashire Bank.
Bristol..... Messrs. Miles, Harford, and Co.
Buller, Ames, and Co.
" Stockley and Co.'s Banking Company, or at either of their Branches.
The West of England and South Wales District Bank, or either of its Branches.
The National Provincial Bank of England.
Messrs. Sanders, Bona, and Co.
Cole, Holroyd, and Co.
Exeter..... Messrs. Milford and Co.
The West of England and South Wales District Bank, or either of its Branches.
Devon and Cornwall Banking Company.

Who have been instructed to charge interest at the rate of 5 per cent. per annum on all payments made after the said 5th day of April next.

By order of the Board of Directors,
Office, 36, Broad-street, Bristol, March 17. J. B. BADHAM, Sec.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given to the Shareholders, that the Directors have this day come to the following RESOLUTION:—"That the Call of 1s. per share, which became due on the 1st March, be received at the Office of the Company until Saturday, the 20th April, and that all shares on which the said Call shall not be paid on or before that day be forfeited."

15, Great St. Helen's, March 26.

WHEELS HARMONY & MONTAGUE CONSOLIDATED COPPER AND TIN MINING COMPANY.—The directors of the said company hereby give notice, that the shares in the said company, numbered as hereinafter mentioned, have been declared forfeited:—

No.	Share	No.	Share	No.	Share
401	410	10	2361	2365	5
402	411	10	2371	2375	5
403	412	10	2381	2385	5
404	413	10	2391	2395	5
405	414	10	2401	2405	5
406	415	10	2411	2415	5
407	416	10	2421	2425	5
408	417	10	2431	2435	5
409	418	10	2441	2445	5
410	419	10	2451	2455	5
411	420	10	2461	2465	5
412	421	10	2471	2475	5
413	422	10	2481	2485	5
414	423	10	2491	2495	5
415	424	10	2501	2505	5
416	425	10	2511	2515	5
417	426	10	2521	2525	5
418	427	10	2531	2535	5
419	428	10	2541	2545	5
420	429	10	2551	2555	5

The directors hereby intimate to the several owners of the said shares, that new scrip will be granted to them, if the old scrip for the said shares be delivered at the Company's office, 45, Castle-street, Liverpool, and all arrears thereon be paid on or before the 30 day of April next.

By order of the Board,
HENRY HOLT, Secretary.

EASTERN COUNTIES RAILWAY COMPANY.—TENDERS for LOANS, under the provisions of their Acts of Parliament. The Directors of the Eastern Counties Railway are prepared to receive TENDERS for LOANS of MONEY, for terms of not less than three years, on interest at 5 per cent. per annum, payable half-yearly, at the Company's Office, 4, Adelaide-place, London-bridge. Tenders, stating the amounts and the terms of years, to be addressed to the Secretary, at the Company's Office, as above.

London, March 12. HENRY BOSANQUET, Chairman.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to a decree of the Vice-Warden's Court, made in a cause of "Bayard and others against Thomas," the creditors of the defendant, in respect of WEST TREAVAN MINE, in the parish of Camborne, within the said Stannaries, are, on or before the 31 day of April next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or in default thereof they will be perpetually excluded the benefit of the said decree.—Dated the 9th day of March, 1839. PAUL and ROBERTS, Plaintiffs' Solicitors.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to the several decrees of the Vice-Warden's Court, made in the causes of "Williams against Malachy," "Harvey and another against same," and "Bennetts against same," the creditors of the defendant, in respect of WHEAL BROTHERS MINE, in the parish of Calstock, within the said Stannaries, are, on or before the 31 day of April next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or in default thereof they will be perpetually excluded the benefit of the said several decrees.—Dated the 9th day of March, 1839. SIMMONS, PASSENGHAM, and SIMMONS, and PAUL and ROBERTS—Plaintiffs' Solicitors.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to the several decrees of the Vice-Warden's Court, made in the causes of "Williams against Malachy," "Harvey and another against same," and "Bennetts against same," the creditors of the defendant, in respect of WHEAL BROTHERS MINE, in the parish of Calstock, within the said Stannaries, are, on or before the 31 day of April next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or in default thereof they will be perpetually excluded the benefit of the said several decrees.—Dated the 9th day of March, 1839. SIMMONS, PASSENGHAM, and SIMMONS, and PAUL and ROBERTS—Plaintiffs' Solicitors.

BRITANNIA LIFE ASSURANCE COMPANY.—1, PRINCES-STREET, BANK, LONDON. CAPITAL—ONE MILLION.

Directors.—William Bartlett, Esq., Samuel Nottingham, Esq., William Trenchard Black, Esq., John Brightman, Esq., George Cohen, Esq., Miles Curwen, Esq., John Heywood, Esq., Robert Elliott, Esq., Erasmus Robert Foster, Esq., Alex. Robert Irvine, Esq., Peter Morrison, Esq., William Shand, Esq., Henry Lewis Smith, Esq., Thomas Teak, Esq., Medical Officers—William Stroud, M.D., and Ebenezer Smith, Esq., Surgeons.

Advantages of this Institution.—A most economical and complete plan, and presenting the lowest rates of insurance that can be effected without compromising the safety of the Institution. Increasing rates of premium on a new and remarkable plan, for securing loans or debts, a less immediate payment being required on a policy for the whole term of life than in any other office.

A bonus of five per cent. in attendance daily at Two o'clock.

Day of the month in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to collectors and agents.

Medical attendants recommended in all cases for their reports.

PREMIUMS PER CENT. PER ANNUM PAYABLE DURING

Age	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
25	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
30	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
35	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
40	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
45	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
50	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
55	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
60	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
65	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
70	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
75	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
80	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
85	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
90	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
95	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
100	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

THE LEICESTERSHIRE COAL COMPANY, IBSTOCK COLLIERY, near LEICESTER, have for DISPOSAL several SHARES of TWENTY-FIVE POUNDS each, in the above advantageous Property.

The estate comprises ninety-eight acres of excellent land, with a substantial and commodious Farm House, and suitable Out-buildings.

The Mines consist of several Seams or Beds of Coal, of superior quality, and full forty feet in thickness, together with an excellent Mine of Clay, upon which an extensive Brick-yard is already established.

To this valuable Property are added eleven acres of Mines under another Estate, and the company have the option of purchasing one hundred acres more of Mines, at an exceedingly low sum per acre.

A Plant, comprising all suitable Erections and Machinery, has been established for several years, and two Seams of Coal, one five feet the other eight feet thick, are now in full operation. This plant has proved most advantageous to the present company, but as the demand for coals in this neighbourhood is daily increasing, and the present plant being insufficient in itself to supply the demand, the object desired by the sale of the remaining unpurchased Shares, is to enable the proprietors to make a further outlay in the erection of an entire new plant, for the purpose of working the untouched Seams or Beds of Coal, thereby producing a quantity equal to the demand, and bringing a most immediately into the market a great portion of the Estate, which with the use of the present Plant only, must unavoidably remain undisturbed for several years.

A private railway extends from the colliery, forming a junction with the Leicester and Swannington Railway, within twelve miles of Leicester, from whence coals are conveyed by canals, southward to London, and all the intermediate towns.

The numerous and advantageous facilities connected with this colliery, and the prosperous manner in which it has of late been conducted, renders it an object of considerable importance to persons wishing to embark in mining operations.

Applications for shares (if by letter, post paid) to be made to Mr. Samuel Hill, Hill Top, West Bromwich, Staffordshire, from whom further information may be obtained relative to the above undertaking.

IBSTOCK, March 4.

STEPHENSON MEMORIAL.

COMMITTEE.
Chairman—Alderman Thompson, Esq., M.P.
William Crawshaw, Esq.
William Booth, Esq.
George Lenoir, Esq.
Henry Bowles, Esq.
Joseph Hawkes, Esq.
William Fox, Esq.
John Gaskell, Esq.
Edwin Maw, Esq.
Bagnall, Esq.
Michael Longridge, Esq.
Edward F. Starbuck, Esq.
Sir John J. Guest, Bart., M.P.
Charles Perkins, Esq.
Joseph Bailey, Esq., M.P.
Christopher Kreeft, Esq.
Henry English, Esq., F.G.S.

Hon. Sec.—John Hinde, Esq.

At a Meeting, held at the London Tavern, Bishopsgate-street, on the 15th February last, of the friends of GEORGE STEPHENSON, Esq., and other gentlemen interested in the present improved and rapid communication in this country,

WILLIAM THOMPSON, Esq., M.P., in the chair,

The following resolutions were proposed, and unanimously agreed to:—

That the practical application of scientific principles in the promotion of the various branches of the manufacture and commerce of this country, have been the main cause of her prosperity, and of that proud position which she has so long maintained amongst the nations of the earth.

That, amongst those eminent individuals who, within the last century, by their extraordinary genius and unwearied perseverance in the application of these principles to useful purposes, have deserved well of their country, the name of George Stephenson ought to occupy a prominent place, as one of its most distinguished contributors.

That, whilst we honour the memory of an Arkwright and a Watt, and of others, whose brilliant discoveries in machinery and the application of steam, have incalculably extended our manufacturing and commercial advantages; while we contemplate, with national pride, those stupendous specimens of art, which in various parts of the kingdom will, for ages, attest the boldness of conception, chastity of design, and solidity of construction, that characterise the works of a Rennie and a Telford, we feel it equally due to living talent to express our high admiration of the comprehensive genius of George Stephenson, and our deep sense of the obligations which his country owe to him—not alone for the exertion of the talent, the enduring zeal and patience with which he overcame difficulties by many considered insurmountable, in the progress of railway formation—but also for his most ingenious and successful efforts in developing and perfecting the application of locomotive power in railway conveyance.

That, considering the extensive and beneficial influence which this power must have upon the general prosperity of the country, considering the new wants, and new channels of commercial enterprise and manufacturing industry which it must open, and the great stimulus which it will give to those already in existence, and more particularly, taking into consideration the great and permanent advantage it will give to the trade of this kingdom, this meeting is of opinion, that some public testimony ought to be shown in honour of his talents and perseverance.

That, with this view, a committee, consisting of the above members (with power to add to their numbers), be appointed to receive subscriptions, and in all other respects to carry the foregoing resolutions into effect.

That, when the committee shall have received a sufficient amount of subscriptions, a general meeting of the subscribers shall be convened.

That Messrs. Glyn, Hallifax, and Mills, be requested to undertake the office of Treasurers.

That Mr. John Hinde, having undertaken the office of honorary secretary, be requested to continue to act in that capacity. W. THOMPSON, Chairman.

That the thanks of his meeting be given to W. Thompson, Esq., M.P., chairman, or his conduct in the chair. JOHN HINDE, Hon. Sec.

THE PATENT SAFETY FUZE.

FOR BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patents, RICKFORD, SMITH and DAVY, Camborne, Cornwall.

PUBLIC COMPANIES.

MEETINGS.

Company	Meeting	Date	Place
Great Western Railway	George and Vulture	March 30	1. King William-street.
Kent Zoological & Botanical Gardens	Exchange	30	2. Threepenny-lane.
Trevelyan Mining Association	Exchange	30	3. Threepenny-lane.
Liverpool and Manchester Railway	Exchange	30	4. Threepenny-lane.
Scotlan Mines	Exchange	30	5. Threepenny-lane.
Brighton General Gas Light and Coke	Exchange	30	6. Threepenny-lane.
The Croft Mining Company	Exchange	30	7. Threepenny-lane.
Lancaster and Preston Junction R'way	Exchange	30	8. Threepenny-lane.
East Wharfedale Railway	Exchange	30	9. Threepenny-lane.
Bisce Bridge Mining Association	Exchange	30	10. Threepenny-lane.
Van Diemens Land Company	Exchange	30	11. Threepenny-lane.
Globe Insurance	Exchange	30	12. Threepenny-lane.
Shropshire and Tyne Railway	Exchange	30	13. Threepenny-lane.
Kilworth Mining Company	Exchange	30	14. Threepenny-lane.

Company	Meeting	Date	Place
Trevelyan Mining Company	Exchange	30	1. Threepenny-lane.
Bristol and Exeter Railway	Exchange	30	2. Threepenny-lane.
Lancaster and Birm. R'way	Exchange	30	3. Threepenny-lane.
Mexican and North American Co.	Exchange	30	4. Threepenny-lane.
Cambrian Iron and Steel Co.	Exchange	30	5. Threepenny-lane.
Commercial Railway	Exchange	30	6. Threepenny-lane.
European Gas Company	Exchange	30	7. Threepenny-lane.
Bahia Steam Navigation	Exchange	30	8. Threepenny-lane.
Cheltenham and Great Western	Exchange	30	9. Threepenny-lane.
Pudsey Mining Company	Exchange	30	10. Threepenny-lane.
Northern and Eastern Railway	Exchange	30	11. Threepenny-lane.
Reverendary Interest Society	Exchange	30	12. Threepenny-lane.
Monroe Line Mining Company	Exchange	30	13. Threepenny-lane.
Van Diemens Land Company	Exchange	30	14. Threepenny-lane.

ROYAL BANK OF IRELAND.—1s. per share Dublin April 1. Limerick and Devon Railway 1s. per share 4. Frederick's-place. 1. Shipowners' Towing Company 1s. per share 5. London-lane. 1. Trenchard Mining Company 1s. per share 6. London-lane. 1. Kennell and Ayres Canal Navigation 1s. per share 7. London-lane. 1. British Loan and Discount Society 1s. per share 8. London-lane. 1.

MEETINGS OF SCIENTIFIC BODIES.—IN THE UNSUNG WEEK.

Society	Place of Meeting	Day	Hour
Botanical	17, Old Broad-street	Monday	8 P.M.
Linnean	21, Regent-street	Tuesday	8 P.M.
Historical	21, Regent-street	Tuesday	8 P.M.
London Scientific	Adelphi-street	Tuesday	8 P.M.
Society of Arts	Adelphi-street	Tuesday	8 P.M.
Scientific Society	Adelphi-street	Tuesday	8 P.M.
Zoological	28, Leicester-square	Thursday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	8 P.M.

SOCIETY OF ARTS.—Wednesday, April 3.—Meeting of the society, at half past seven.

Thursday, 4th.—Mechanics, at half past seven—on Mr. James Jay's geometrical lines for finding the bevels and lengths of timber in a high roof; Mr. James Hinton's ball-plane, recommended; Mr. E. W. Trest's machine for doubling and twisting yarn; and Mr. J. Pave's fruit galvane. (Joint Agriculture.)

Saturday, 6th.—A general Committee of Election, at half past seven—to take into consideration the choice of two chairmen to each of the several committees for the following year.

Monday, 8th.—Agriculture, at half past seven—on the monthly audit, after which correspondence and papers, on the volume of Transactions.

Tuesday, 9th.—The Illustration, at eight—on the structure of wood, by E. J. Quirk, Esq.

Wednesday, 10th.—Meeting of the society, at half past seven. A. AIRIN, Sec.

NOTICES TO CORRESPONDENTS.

The communication of Mr. Thomas Alwood, respecting the article on "New Nations," reached us too late to be attended to this week.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, MARCH 30, 1839.

Among the various considerations arising out of the rapid extension of the railway system throughout every portion of the kingdom, one of the last to attract attention, although not, perhaps, the least deserving of it, is the moral and social condition of the great mass of labouring population engaged on the works. The situation of these men is, in many respects, peculiar, and is such as to entitle them to sympathy and regard—which may do much to preserve them from evils to which they are prominently exposed, from the nature of their occupation and mode of life. Severe bodily toil, accompanied by little exercise of the mental faculties, cannot fail to induce habits of intemperance and vice, while the migratory nature of their employment releases them from many of those salutary restraints which influence the habits of a resident population. So numerous and motley an assemblage will always too, include many individuals of dubious character, who, having forfeited their previous customary employment from bad conduct, will naturally congregate where labour can be obtained so readily, and with so little inquiry.

A population of this kind, continually migrating throughout the country, and mixing with the resident peasantry as fellow-labourers, may be expected to produce much evil, should no counteracting influence be exerted to prevent it; and we are glad to find that such an influence has been at length aroused, and is now, although on but a limited scale, in actual operation. An evil which, even setting aside religious considerations, is of a most serious nature, in a moral point of view, and to which the railway labourers are particularly exposed—is the habitual desecration of the Sabbath. This interval of salutary rest, so beneficial both morally and physically to our labouring population, is too often among the class to which we allude, devoted to idleness and intemperance of the most demoralising character, and the leisure which might be so well employed, is productive merely of noisy scenes of quarrels and excess—injurious alike to the individuals themselves, and the peasantry among which they are located. In the case to which we have referred, a clergyman has been duly appointed, under the superintendence of the "Church Pastoral Aid Society," to visit the men engaged upon a line of railway in Somersetshire, and to carry into effect a system of religious instruction upon Sundays; and also a sort of evening school, where the first rudiments of knowledge may be obtained by such as are desirous of its benefits. Great honour is due to those individuals who have thus come forward, in the first instance, to exert themselves in the well-being of a large and much-neglected body of our population, for whose welfare no previous provision was at all adequate. That the undertaking is a difficult one we are convinced, and we are further certain that much judgment and prudence will be requisite in carrying it into effect. Where ignorance is so deeply rooted, the transition to fanaticism would be an easy step—and such a change would be productive of but dubious good. Much will depend upon the individuals who are selected for the task, combining, with the energy and perseverance which is essential to success, a large measure of sound judgment and discretion, so that the influence they may acquire may be exercised with a really useful and practical effect: so long as this is the case, we believe that unmixed good will flow from their endeavours.

A plan of moral instruction having thus been commenced for the class of railway labourers, similar steps will, we hope, be taken in other cases, so as to be productive of wide and general benefit. A well-regulated system of the kind is the more necessary, now that the example has been set, as it would prevent the interference of ill-qualified, though well-intentioned, individuals, whose zeal might ill atone for their want of judgment. The railway labourer is a useful, and may also be made a respectable member of society, if means are taken for his instruction, and to preserve him from those habits of vice and intemperance to which he is peculiarly exposed, from the absence of social restraint and the evils of bad companionship. By ameliorating his condition, the Railway Companies must eventually be benefitted; and many of those unpleasant occurrences which have excited apprehension and alarm in the neighbourhoods where large works are being carried on, will, doubtless, be avoided. We hope, therefore, the object in view will receive attention from the Directors of those Companies which are now employing large bodies of men, and be made productive of those moral and social benefits which may reasonably be expected to arise from it.

In one or two cases we understand that the labourers have been frequently employed on railway works on Sundays—a practice which cannot be too strongly reprobated. It is essential, we are well aware, that some few operations should be carried on even upon that day, and against any such necessary works it would be the height of folly to protest; but such habitual and needless violation of the Sabbath, as that to which we have referred, must be alike demoralising to the men and disgraceful to their employers.

Among the scientific and practical subjects which have lately been discussed in our Journal, our readers will probably have observed that the construction of Blast Furnaces for Smelting Iron has occupied a place—some suggestions from our correspondent, Mr. WOOD, of Aberystwyth, for an alteration of the customary form, having induced communications from other gentlemen on the same subject. The cylindrical form proposed by Mr. WOOD has, it appears from this correspondence, been already tried, and does not, from the whole, seem to have answered, although certain theoretical considerations would have induced a favourable view of its results. As every experiment which bears upon such an important manufacture as that of iron, must be highly interesting, more especially one which, like a new form of furnace, involves

great expense, and requires a long trial, upon an extensive scale, in order to prove its merits, we should certainly be pleased to have further and more detailed information on the subject from those correspondents who have already written to us upon it. Granting that the experiment in question has been unsuccessful, which Mr. Wood, as will be seen in another part of our columns, does not readily admit, it is still a very possible case that it may, eventually, lead to improvement, should the results be carefully noted and made generally known, as we hope they will be, through the medium of our Journal. Perhaps, then, our correspondents will favour us with more detailed information on the subject, and explain the exact working of the furnaces in question.

THE FUNDS.

Yesterday being a strict holiday at all the different public establishments in the city, there was necessarily nothing going on. Some of the members of the Stock Exchange attended at the coffee-rooms early in case anything important should arrive from Paris, but left soon after the delivery of the letters.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, shut; Three-and-a-half per Cent. Reduced, shut; Long Annuities, shut; Consols for Account, 92½; Exchequer Bills, 43 46 premium; East India Bonds, — — — premium; Dutch Five per Cents., 102½ 34; Ditto Two-and-a-half per Cents., 55½; Portuguese Five per Cents. 33½ 4; Ditto Three per Cents. 20½ 11. Railways:—Brighton, 8½ 11; Great Western, 4 5 premium; London and Birmingham, 63 65 pm.; New, 18 19 premium; Southampton, 41½ 42½ per share; New, 19 20 pm.; York and North Midland, 1½ 11.

TAURO, MARCH 28.—Average standard, 1111. 7s. 6d.—Average produce, 7½.—Average price, 5s. 15s. 0d.—Quantity of ore, 3376 tons.—Quantity of fine copper, 258 tons 15 cwt.—Amount of money, 19,536l. 19s.—Average standard of last sale, 1121. 0s.—Produce, 7½.

LONDON, MARCH 28.—Copper is quite steady—in the same. No alteration in any metal except spelter, which is again in active demand; large parcels having been bought for arrival the end of the year at 20l., and the demand on the spot more active.

PRICES OF SHARES IN BIRMINGHAM.—London and Birmingham Railway, 161½; ditto, quarter shares, 27l. 10s.; Grand Junction, 205½; Manchester and Birmingham, 111; Great Western, 72l. 15s.; London and Southampton, 42l.; ditto, new shares, 37l.; Eastern Counties (13l. paid) 9l.; London and Greenwich, 17l.; London and Brighton, 10l.; Birmingham and Midland Bank, 40l.; Town and District, 8l. 5s.; Coventry Union, 5l. 10s.; Warwick and Leamington, 9l. 5s.; London Joint-Stock, 13l. 10s.—Old Birmingham Canal, 222½.—Birmingham Gas Company, 93l.—Midland Counties Herald.

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

TYNE DOCK COMPANY.

The immense quantity of coal annually shipped on the south bank of the Tyne, in the vicinity of South Shields, to which point the Stanhope and Tyne, and other railways, have been made to converge, on account of its favourable locality, requiring that suitable accommodation for vessels should be provided, the above company has been formed with this view. It appears from the prospectus, that "a dock, containing an area of twenty acres, capable of accommodating 300 vessels of the class generally employed in the coal trade, may be formed there on ground at present entirely unproductive, with the power of further extending it, at a very trifling cost, to forty acres at any time that the increase of trade may require it. A depth of water, exceeding eighteen feet at low water, may be obtained and preserved at its entrance. There will be a ready access to it from all the railways formed and forming, and the nature of the ground around is peculiarly favourable for the stowage of waggons, and other operations attendant on the shipment of coals. From an alteration in the arrangement of the dock a considerable saving of capital is effected, and the sum of 150,000l. may be assumed as the utmost extent of capital that will be required for the execution of the whole of the works, with the approaches and shipping places, including the purchase of the land."

The proposed capital is £150,000, divided into 3000 shares of £50 each; and it is estimated that a clear annual profit of £17,000 will be realised.

ANTI-COAL MONOPOLY ASSOCIATION.

We gather from the prospectus that it is "the object of this association to secure to its members of the consumers' class coals of every description, at the cheapest rate at which they can be procured, without being subjected to any of the monopoly regulations or exactions. In order to effect this great object, it is necessary that the association should be self-dependent; that it should have its own pits, its own vessels, its own wharfs, warehouses, waggons, &c.; or, that it should have contracts, binding down parties for any of them at the lowest stipulated cost."

Resolutions, expressive of the opinions of the association, were passed at a meeting held on the 23d inst.—A capital of £500,000 was proposed, in 50,000 consumers' shares of £5 each, and 25,000 capitalist shares of £10 each.

PATENT NAIL COMPANY.

It appears from the prospectus that "the above company is proposed to be established for the purpose of manufacturing brass-headed and other covered nails, with malleable iron shanks, through the means of inventions which not only ensure many striking improvements in the articles, but a vast saving of expense in the manufacture. These rights have already been secured by two grants from the Crown, and the Patentees will grant licenses to the company for the exclusive enjoyment of them."

The capital is to be £100,000, divided into shares of £100 each.

ANTI-COAL MONOPOLY ASSOCIATION.—Yesterday, Mr. Rennie, chairman of the meeting at which this association was formed, accompanied by the provisional secretary, had an interview with the Lord Mayor, to learn his lordship's pleasure as to receiving a numerous deputation, with an address of thanks, for his lordship's "great, unwearied, and unparalleled exertions in putting down the coal monopoly," when his lordship appointed Friday next, at two o'clock.

LONDON AND BIRMINGHAM RAILWAY AND THE CARRIERS.—In the House of Commons, on Wednesday evening, Lord G. Somerset presented a petition from carriers and other persons employed in the transport of goods between London and Birmingham, complaining that the railway company had refused to carry their goods on the terms usually charged by the company, although they had made several applications, and had no other means of goods being carried; at the same time the goods of other parties being carried by the railway. The noble lord inquired of the president of the board of trade whether he intended to introduce any measure for the regulation of railways? In answer to which, Mr. F. Thompson said, had he not been prevented from illness, it was his intention to have brought the matter under the attention of the House before this time; and he now gave notice of his intention to do so on Thursday, the 11 of April, when he intended to move for the appointment of a select committee, not with any hostile intention towards railway companies, but because he thought some inquiry was necessary.

MINING CORRESPONDENCE.

ENGLISH MINES.

GWINEAR MINING COMPANY.

March 23.—In the thirty fathom level east no alteration. In the twenty fathom level west good ground, with small veins of tin. In the twenty fathom level east the lode is eighteen inches wide, with good stones of tin. In the ten fathom level east the end continues to produce good work, and the back of the level will set on tribute.

C. H. RICHARDS.

ST. HILARY MINING COMPANY.

March 23.—I am glad to inform you that the engine has worked well this week, and the water is again down to the sixty fathom level. I hope we shall be at work in all our ends and pitches on Monday next.

C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

March 26.—In the thirty-five fathom level the lode is eighteen inches wide, with a good branch of ore on the north part. In the twenty-five fathom level the lode is two feet wide, with some stones of good ore. In driving the edit level east, the lode is about two feet wide—not quite so good. In the ten fathom level the lode is two feet wide, and poor. In the twenty fathom level the lode is two and a half feet wide, producing some good stones of ore. In sinking the winze, at the thirty fathom level, the lode is from four to five feet wide, with ore of a fair quality. In the thirty-six fathom level, in driving west from Turton's shaft, the lode does not look so good. In the east of ditto, the lode still continues good for ore. In the forty fathom level, east of Old Diagonal shaft, the lode is five feet wide, two feet good ore; west of William's shaft the lode is from five to six feet wide, two and a half feet good ore; there is no alteration east of William's since last week. In sinking William's shaft the lode is six feet wide, two and a half feet good for ore.

C. PENROSE.

HOLMBURN MINING COMPANY.

Stake Chisland, March 25.—The ground in the cross-cut, north of the engine-shaft, at the 100 fathom level, is of a more favourable description for driving. In driving west of the engine-shaft, at the eighty fathom level, no material alteration. In driving west of Rough's winze, at the seventy fathom level, we have still a good course of ore, worth from four to five tons per fathom. In driving west, at the seventy fathom level, on Flap-jack lode, there is no important alteration. In driving west, at the sixty-two fathom level, still a rich course of ore; lode two feet wide, and worth about six tons per fathom. The lode in the winze sinking below this level is improved; fifteen inches wide, and worth from two to three tons per fathom. The lode in the stopes, at the back of the sixty-two fathom level, still holds good, is two feet wide, and worth about six tons per fathom. The lode in the end of the fifty-two fathom level, and also in the stopes at the back of this level, has not been taken down during the last week, consequently, no alteration. The lode in the forty fathom level west is still disordered by an intersecting cross-course. In driving west, at the thirty-five fathom level, the lode continues much as hitherto, producing stones of ore, but not rich; with respect to our tribute department we see but little alteration—still looking well. The sampling has taken place this instant. F. PHILLIPS.

CORNUBIAN MINE.

Chiserton, March 26.—Reporting of this mine to-day (having just arrived from underground taking a minute survey), I am happy to inform you that the mine, in a general way, is looking very well. In our forty fathom level east, on the south lode, we have a good branch of lead all the height of the end. The same level west, on Chiverton lode, we have a good lode. The rise on tribute, in the back of the forty east, we have a good lode. The rise west, on Chiverton lode, is looking promising. The thirty-two fathom level west, on Chiverton lode, still continues good. The sixteen fathom level west, on Chiverton lode, is poor at present. The tributors are going on well, and raising plenty of lead. We sampled, last Saturday, fifty-three tons seven cwt. from the tributors, which is all ready for sending off as soon as we have orders. We have now dressed five tons; undressed thirty-two; broke underground six.—Total, forty-three tons. J. BORLASE.

POLBURN MINING COMPANY.

March 25.—Last Saturday was our monthly pay for February and setting for April, when we set the thirty-two fathom level cross-cut to drive south of Vice's Flat-rod engine-shaft towards the lodes. Dorcas's lode, in the twelve fathom level, driving west of William's shaft, is about eight inches wide, producing pretty good work for tin. At the twenty-two fathom level, driving east of engine-shaft, the lode at present is small, and poor. At the same level going west, we have an improvement on Dorcas's lode; it is getting larger, and producing rich stones of tin. We have removed the men employed at Stainsby's, and have put them to rise a winze on Dorcas's lode, at the back of the twelve fathom level. At Murray's we are driving a level east, between the shallow and deep adit, by four men, on Wheel Harriet lode, which is about nine inches wide, and very rich for copper ore. Our tribute department is looking much better than for some time past; one pitch we have been able to reduce the tribute from 10s. to 5s.; a second from 15s. to 7s. 6d.; and a third from 13s. to 6s. 8d. out of the pound. R. ROWS.

PERRAN CONSOLIDATED MINING COMPANY.

March 25.—Since my last week's report, we have driven the twenty-five fathom level cross-cut about eight feet, and is now two and a half fathoms north of the shaft. We are pleased with the appearance of the ground. The men employed in driving on the course of the south, or Mudge's lode, are removed to sink a new surface winze-shaft, about fifty fathoms east of the Flat-rod engine-shaft, and which we had high time to commence. Judging from the prospects going in that direction, at the fifteen fathom level, on Anthony's lode, where we have a good course of lead ore, the appearances here, I am happy to say, are highly encouraging; and during the past week we have driven through a good lode, and it continues so up to the present time; both the strata and lode appears quite congenial for metal. We are still of opinion that Perran Consols will, ere long, make a good concern. Our tributors, and as well our other operations, are also looking well, and likely to answer our expectations. RICHARD ROWS.

TINCROFT MINING COMPANY.

March 20.—In reporting to you on the present state of this mine, I beg first to say that the lode in the 145 west is large, producing good work for tin, with some grey copper ore, very kindly. The east end, at the same, though not so good as the west end, is yielding some saving work for tin, and promising. The 132 west is producing good work for copper, also very promising. The 120 west, though yielding some copper ore, is not so good as it has been, but still kindly. The ground in the 130 east is at present hard, and the lode, in consequence, disordered, but we are pushing it on towards the productive ground, which we know is gone down from the level above a few fathoms to the east. The 110 end, and stopes in the back of the same level, are still producing good work for tin and copper ore, worth 20l. or 30l. per ton. The pitchers in the back of the 100 fathom level are looking well for tin, and the men doing well at 6s. tribute. The sixty end is yielding some copper ore, but not rich. The eighty-one end is still good for tin, with some copper ore. The winze sinking under the seventy-two is yielding good work for tin, with some copper ore, and very kindly. The fifty-eight end is producing excellent work for tin, with some copper ore, worth from 20l. to 30l. per fathom, still leaving good back and bottom; indeed, all our places in the eastern part of the mine have a very encouraging appearance, and warrant my saying that our prospects are still good. W. PAUL.

REEDMOOR CONSOLIDATED MINING COMPANY.

March 25.—The lode in the north end, at the seventy fathom level, has much the appearance as stated in my last—about one foot wide, saving work for silver lead ore. In the south end, at this level, the lode has greatly improved, both in size and quality, being now from ten to twelve inches wide—rich work for silver lead. Driving north, at the sixty fathom level, we have been dressing the lode during the past week, and is not yet taken down, but looks promising. The lode in the winze, sinking in the bottom of this level, is about eight inches big—good work for lead ore. In sinking the winze, on Johnson's tin and copper lode, at this level, the lode is from eighteen to twenty inches in width—saving work for tin, but not rich. In the fifty fathom level north, on the lead lode, no alteration since my last. The lode in the north end, at the forty fathom level, is at present small, and producing but little lead. In going south, at this level, we have not cut the lode since have by a cross-course, but hope to do so shortly. At the north mine the ground continues much the same—favourable for driving. Respecting the tribute department, the prospects are much as usual. We sampled on Thursday, the 21st inst., two parcels of silver lead ore, computed 33 tons 9 cwt., per 21 cwt. dry weight, viz., No. 1, 16 tons 18 cwt.—No. 2, 16 tons 12 cwt. (31 cwt.), of good quality. S. HANFORD.

TAMAR SILVER LEAD MINING COMPANY.

March 25.—The lode going north, at the 145 fathom level, is the same as last reported. Driving south, at the 100 fathom level, the lode has improved; it is about eight inches big, and produces some good work. In the winze sinking under the sixty-five fathom level, the lode continues to produce stones of silver lead ore; it is much about seven fathoms. In driving south, at the sixty-five fathom level, the lode has been rather disordered by a slide, but is again producing some good work. At the eighty-five fathom level going south, the lode is two feet wide, and yields saving work. In going south, at the seventy-five fathom level, the lode continues very promising and productive. Our tribute department continues to look encouraging, and the men are working well, and getting wages.

M. JAMES.

ORIGINAL CORRESPONDENCE.

CONSTRUCTION OF IRON FURNACES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Number of the 9th inst., your correspondent, "A. B." has been so obliging as to correct what he considers an error I have fallen into, in my letter on the use of raw coal in iron smelting furnaces, viz., that I have claimed for the construction I suggested, the merit of its being new. He is certainly perfectly correct in his assertion, that I was ignorant of the fact that it has for some time been made use of at iron works in Scotland, but if he will refer to my letter, he will find that he has made a small mistake in supposing I lay claim to the plan as being a "new construction of furnace," for I therein distinctly stated that it had been made use of by Sir J. Guest several years ago. Although he has not as yet given you any information as to the working of the furnaces so constructed, yet, as the proprietor, Mr. Dixon, has tried it at one work, and has subsequently erected two other furnaces after the same plan, in another situation, it may be fairly inferred that he has found it to answer.

I have also to make my acknowledgements to "Mr. Hartop," for a similar correction. What I have stated in reply to "A. B." will also apply to him. This gentleman says that a furnace he put up about the year 1816, of the "exact size and shape" suggested in my letter, does not work well. This I do not mean to question, but I must be permitted to remark, that it appears very strange, with this fact before his eyes, for a period of about twenty-nine years, that he should have continued to work this furnace, without finding out the necessity for altering it until the present time; and what is still more extraordinary is, that during this long period he has adopted the same cylindrical section, in five different furnaces. Verily this is a strong case against the said section, and will doubtless carry great weight.

I remain, Sir, your obedient servant,

Abereghon Iron Works, March 25.

WM. WOOD.

PROGRESS OF JOINT-STOCK BANKS.

The tendency of all banking in the country to become gradually absorbed by joint-stock companies is the distinguishing feature of the trade at present, and another instance has just occurred with respect to the old established banking-house of Sir Matthew White Ridley and Co., of Newcastle, who have formed a junction with the Northumberland and Durham District Banking Company. The following circular has been issued on the occasion to the friends and connections of that house:—

Newcastle Bank, March 20, 1839.

SIR,—The term of our partnership with Sir M. W. Ridley expires on the 31st of December next, we had, in anticipation of the arrival of that period, completed the requisite arrangements for the continuance of our banking business, when a proposal was made to us by the directors of the Northumberland and Durham District Bank to form a junction with that establishment. Having long observed an increasing preference on the part of the public for the proprietary system of banking, as affording, under proper management, both the most unquestionable security, and at the same time a very advantageous investment of capital for the proprietors, we were not indisposed to entertain the proposition. We have now to announce to you the completion of this arrangement, and that the junction of the banks takes place on the 25th inst. Our partners, Mr. Higge, of Linden, Mr. Boyd, Mr. C. J. Higge, Mr. Robert Boyd, and Mr. Spedding, become large proprietors in the bank, in which also the three last-named gentlemen will be directors. The company thus extended will offer an amount of security, available capital, and power of conducting banking operations, which we cannot doubt will be truly appreciated by our friends and the public at large. We trust that the confidence which you have hitherto placed in the old bank will be continued to the united establishment, and that you will permit your account to be transferred to our new books. Its note circulation will be exclusively that of the Bank of England, under an agreement with the Governor and Company of that corporation. For the convenience of our friends, the business will be carried on both in our present premises and at the banking-house in Grey-street. We shall be happy, personally, to give you any further information, and are your faithful and obliged servants, RIDLEY, BIGGS, and CO.

Of the progress of this revolution, for so it may be termed, of banking in this country, it is difficult to say whether good or evil is most to be augured; that it presents both aspects is perfectly clear, and the change is, moreover, one that should be watched with jealousy, both by the trading interest and by the government. If the simple deposit of money may be more safe on the whole under the joint-stock system, the proprietors of such banks may, by injudicious management of the common fund, suffer losses as great as those incurred in times of panic by the failures of private bankers, and the still greater evil may arise of wild and indiscriminate issues and loans, calculated to arrange the entire trade of the country from one end of it to the other. It is well known in London that many of the provincial joint-stock banks, through ill-judged exercise of patronage, or the difficulty, in so large and sudden a demand, of finding men fit for the purpose, have fallen into hands wholly unqualified for such a trust. Agents from town, in search of an increase of banking business and other connections, have been astonished to find, in passing through the different districts, youths who, in London, would only be thought fit for the counter, as second or third-rate clerks, driving about in carriages as "managers of banks" and branch banks, and intrusted with the disposal of hundreds of thousands of pounds sterling. Among the various boards of directors also, scarcely one is to be found who has any knowledge of the trade; on the contrary, they go into it as if the "mystery" of banking could be compassed by instinct, and did not, as every one is aware who knows any thing of the matter, require the longest experience and the soundest judgment to be successful in any trading operations whatever. There can be no possible objection to a change like that which is notified in the Newcastle circular, because it ingrafts the caution and ability of practical bankers upon the joint-stock system; but that much mischief is at this moment brewing, from the injudicious management of many of these banks, is a conviction expressed by every member in London of the monied interest who has had any means of ascertaining the nature of the business carried on by them. In the Bank parlour a particularly watchful eye is kept upon them, and they will be egregiously mistaken if they imagine, when the day of reckoning comes, that they may look for assistance in that quarter as matter of course, because it was so freely and indiscreetly given in 1836, in the instance of the Northern and Central Bank. There is no parallel between the two cases, and the money market is not in a state to make it material for the Bank directors, for their own sake or that of their friends, and independently of the question of security, to interfere.—Times.

BANKING IN FRANCE.

An account has recently been published of the operations and circulation of those French banks or branches which enjoy the privilege of issuing notes payable at sight and to bearer for the year 1838. This document is of some interest, as affording the means of comparison with the bank paper of a similar description issued by the provincial banks, the Bank of England, and its branches in this country. Thus the average circulation of the Bank of France is stated at 210,000,000l., and of its four branches at Rheims, St. Etienne, St. Quentin, and Montpellier, 1,323,000l., which together may be taken as the total mean circulation of bank of France paper. The bank of Bordeaux, one of those privileged by charter, has an average circulation of 12,750,000l., the bank of Lyons, 4,388,000l., the bank of Marseilles 5,373,000l., the bank of Rouen 5,453,000l., and the three smaller banks of Havre, Nantes, and Lille from 750,000l. to 2,443,000l. each. The whole amount of the bank, note circulation of France, of the sort corresponding to that of this country, is therefore 240,950,000l., or something less than 10,000,000l. It must be understood, however, that this account does not extend to the paper loaned the Legation and other joint-stock banks, which are not empowered to issue notes payable on demand and to bearer, although, as has been noticed on various occasions, they have contrived to evade the letter of the law by creating a considerable paper circulation, which in all essential points is the same, the mere difference being that the paper so issued professes to be drawn like bills of exchange at three or more days' sight, although really circulating and moving in remain in circulation, and withdrawing the date at which payable, like other bank-note paper payable on demand. For an exact appreciation of the total paper money circulating in France, therefore, it would be requisite to take into account the amounts formerly given of the joint-stock banks.

The average amount of the bank of France is given at 801,000,000 francs, and of its four branches at about 53,000,000l. The average amount of the bank of Bordeaux are stated at 156,722,000l., and those of the six other banks at 230,000,000l. The average amount of the accounts, or *portefeuilles*, for the same term, are thus noted:—For the bank of France, 117,000,000l.; for the four branches, amounts varying from about 3,000,000l. to 5,000,000l.; for the bank of Bordeaux 8,440,000l.; and for the five other banks, amounts ranging respectively from 1,000,000l. to 7,000,000l. The total average of all the banks accounts, as stated, is 165,925,000l. assets, against nearly 240,000,000l. of note circulation.

SUGGESTIONS FOR WORKING THE DIAMOND MINES OF PURNA IN BUNDEL-KHUND.

(From the *Lancet* Review.)

Previous to entering into a detail of the duties charged by the State of Purna on diamonds found within its limits, and the likely expense of working the mines for that stone, it is deemed indispensable to offer a few preliminary remarks, in order to point out the feasibility of that adventure being entered into with great advantage, especially under the reign of the present Rajah.

In granting licenses to native adventurers, whether subjects of the state or foreigners, the invariable rule is to restrict their claim to diamonds below 6 rutties in weight, on which a per centage of 25 rs. or upwards is charged; they are allowed to make their search in almost every spot within the diamond tract, excepting such as are bestowed on Brahmins for sacred purposes, or are reserved for the Ranees or other relatives of the chief.

The finances of the state being principally derived from the diamond tax, the Ranees, now in power, are extremely anxious to improve them, by encouraging adventurers to embark in the speculation; and it is presumed that to British subjects every incentive will be given to introduce superior means of searching for the stone, since the natives want both skill and implements to work the Gahira or deep mines to perfection. These at Kaimura and Purna are the most celebrated, and are excavated at the depths of fifteen to fifty feet; they lie within the bounds of the punks or rocky matrix.

Those at Munjama have also been very imperfectly wrought by natives, who have not carried their search below fifty feet, at which depth, both here and in the above places, the water overflows them, and the toadars (or masters of the mines) are compelled to stop at this limit, for want of a method to pump them dry, and continue their exertions. It is admitted by the most experienced natives and scientific English adventurers who have explored these mines, that they would prove very profitable if worked with skill and perseverance.

The Cheela and superficial mines are to be traced all over the diamond tract; manual labour being extremely cheap, the poorest subjects of the state work them. From the commencement of the rains to the beginning of the cold season, the above speculation is sought after with avidity; since a plentiful supply of water can be had, during this period, in every quarter of Purna—an article which is highly requisite to facilitate the operations of the search, as the matrix after being dug out, is placed by small quantities in a trench, and then washed to clear it of the clay which adheres to it. A spot on the surface of the mine is leaped smooth with the hand, and on it the gravel is spread and a diligent search made for the produce.

Almost three-fourths of the people of Purna and the adjacent villages derive their livelihood by working either for themselves, or as hired labourers for others, in the mine of both descriptions—Gahira and the Cheela. When employed on their own account, it is not unusual to hear them complain of "unsuccess for months and months;" indeed, during my stay at Purna, I never heard the petty adventurers voluntarily confess the discovery of a diamond. Personal experience, and an uninterrupted intercourse of nearly three years with the respectable inhabitants of this city, enabled me, however, to dive into the mystery of the native mode of carrying on the above speculation. It is scarcely worth remarking, that the vicious propensities of Indian despots for extortion and forcible exactions, compel their subjects to resort to fraud and embezzlement in their transactions with the state. The avarice of the predecessors of the present Rajah of Purna, knew no bounds. The mines being the chief source whence the revenues were obtained, the native toadars were never spared, when they found diamonds, but had the most unreasonable taxes imposed on them; this mischievous system, and the impolitic rule that all diamonds above six rutties become the *bona fide* property of the gubdoo, seem to have engendered in speculation a vindictive spirit, not only to elude the heavy duties, but to cheat the state of the produce of the mines altogether. Every poor toadur has a howler or a petty banker, who supports his constituent and his family with the necessities of life, with the understanding that every diamond found by them should be sold to him, out of the amount of which he is to pay himself. In fact, a toadur of the lower order is but an instrument to the Mahajuns to rob the Gubdoo; and it is notorious that though these harpies hold up wealth through the medium of their artful constituents they will, to evade suspicion, on all occasions plead poverty and distress, whilst they carry on a clandestine trade of diamonds between Birna and Benares. In July, 1833, one of these bankers was detected in having defrauded the state of diamonds to the amount of 40,000, for a long series of years; he was imprisoned and threatened with condign punishment, to avert which, he refunded 16,000, and acknowledged having embezzled to the extent mentioned. Their dexterity in robbing their ruler of large and valuable diamonds is proverbial.

In embarking in this enterprise, the chief evil to be guarded against is theft; a strict eye should be kept over the labourers during the hours of their occupation, as they not only pilfer and conceal these stones in the very mines they are working, but will, in cases of emergency, swallow them! It is said that before the British supremacy became paramount in these parts, delinquents of this description have suffered death, rather than confess their having stolen the gem; which have afterwards been discovered in the ashes of their remains.

The argument weighs heavy in favour of the chances of profit in the mining speculation, when we consider that two-thirds of the number of diamonds found by native toadars are not made public; and that despite their general murmurs against this trade, they have, from generation to generation, subsisted by following it. Moreover, if the Gahira mines be wrought to perfection, and under a zealous and experienced superintendent, the prospects of success certainly far counterbalance the fears of failure.

In order to encourage me to embark in the aforesaid adventure, the court of Purna, in August, 1833, granted me a license to work the mines on the most advantageous terms; and the minister so far deviated from the general rules, that the Mahajuns of Purna unanimously opposed the measure on the ground that such an indulgence was unprecedented. The following are the rates stipulated in the *putta*, viz.

DUTIES TO BE PAID TO THE GUBDOO OF PURNA.

On diamonds of 1 to 7 rutties 15 per cent. on the value.

Ditto 7 to 10 ditto 33 ditto.

Ditto 10 to 15 ditto 50 ditto.

Ditto 15 to 30 ditto 66 ditto.

Ditto 30 and upwards.

Bona fide property of the state, the Rajah having the option to reward the toadars as he pleases. The undermentioned is an estimate of expenses of one month for working a mine with twenty sets of work-people of labourers.

50 Bihars at 9 Nagpore rs. per month	450 0 0
50 Puchars or watermoons	30 0 0
4 Suppals, at 3 rs.	12 0 0
Implement for digging, consisting of picking axes, spades, &c.	40 0 0
	132 0 0

Greatest difference of expense between Nagpore and Bikaner to say at 15

160 0 0

Diamonds.—The diamond mines of Brazil have brought to its government, from the year 1730 till 1814, 3,623,000 carats; being at the average rate annually of 36,000 carats, or a little more than 16 lbs. weight. They have not been so productive in the later years of that period; for, according to Mr. Mawe, between 1801 and 1806, only 115,676 carats were obtained, being 19,279 a year. The actual expense incurred by the government, during this interval, was 4,419,700 francs; and, deducting the production in gold from the washings of the diamond gravel, or *corrente*, it is found that the rough diamonds cost in exploration, per carat, 38 francs 20 c., or nearly 31s. British money. The contraband is supposed to amount to one third of the above legitimate trade. Brazil is almost the only country where diamonds are mined at the present day; it sends annually to Europe from 25,000 to 30,000 carats, or from 10 to 16 lbs.—*See Dictionary of Arts, Manufactures, and Mines.*

THE TUNNEL.—There is not any truth in the statement which has been published, that the tunnel is again filled with water. The works are still in course of active operation.

A joint-stock fish company is about to be formed at Douglas. Capital 5000l., in shares of 25. each.—*Whitehaven Herald.*

EXTENSIVE ROBBERY OF GOLD DUST.

On Monday afternoon, two boxes of gold dust, valued at 4000l., consigned to the Brazilian Mining Company in London, were obtained from the wharfingers at the Dublin Steam-wharf, St. Katharine's, by means of a forged order, under the following extraordinary circumstances:—

The two boxes containing the precious metal, lately brought to this country, were shipped on board the *City of Liverpool* steam-ship at Falmouth, and were landed at the wharf on Sunday afternoon. They remained in custody of the wharfingers until Monday at noon, when a well-dressed man, of genteel address, drove up to the wharf in a yellow-bodied box cab, drawn by a brown horse, and asked for the boxes, stating that he was the person authorised to receive them. He produced documents giving a description of the boxes, which corresponded with what appeared on the ship's manifest respecting them. He also showed a letter, bearing the Falmouth post-mark, and addressed to the company to whom the boxes were consigned. It was compared with a letter also bearing the Falmouth post-mark, received by the agents of the Dublin Steam Company, at their office in John-street, Crutched-friars, respecting the delivery of the boxes, and was found to correspond. The stranger paid the wharfage and other dues, and the people at the wharf believing the documents to be genuine, delivered the property to him without hesitation, and the foreman of the wharf deposited the boxes in the cab. The stranger thanked the foreman for his attention, and after presenting him with a shilling the cab drove off.

Two hours afterwards another person connected with the Brazilian Mining Company came for the boxes, and the fraud was then discovered; for the genuine documents and letter addressed to the company by their Falmouth agent were produced. The people at the wharf and the agents of the Dublin Steam Company were astounded on ascertaining that they had been defrauded of the valuable property consigned to their care. No time was lost in obtaining the aid of the police, and several officers, including Lea, of Lambeth-street, were immediately retained to look after the thief. On the same evening Lea, whose activity and intelligence are well known, traced the cab which brought down the thief to the Dublin Steam-wharf, and carried him and the boxes away. The driver said he was hired by the man in the city, and returned with him to Cheapside, when he complained that his horse did not go fast enough, and paid him his fare and got into another cab, which proceeded in a westerly direction. No further trace of the thief has been obtained. He was dressed in black—a dress coat, with velvet collar; his complexion is dark, and he wore large black whiskers; in height he is rather above the middle size, and appears about forty years of age. There is no doubt that the person who obtained the boxes of gold dust was in league with a confederate at Falmouth, who knew when the boxes were shipped. From the manner in which the robbery was effected, and the production of the forged order and letter, the parties must have been fully aware of all that related to the shipment and amount of the boxes in London, to whom they were consigned, and the business of the Brazilian Mining Company. The weight of each box was about 100 lbs.; they were eighteen inches square, and marked with the initials "C. B. 18-19." The wood of which the boxes were composed is foreign, nearly resembling common deal. It is feared that the gold dust has been placed in a crucible kept by some of the Jew receivers in the metropolis, and converted into base for the purpose of destroying all chance of proving its identity. The loss will fall upon the agents and wharfingers of the Dublin Steam Company. Last night it was reported that a clue had been obtained which is likely to be the means of apprehending the parties concerned in the robbery.—*Chronicle.*

FURTHER PARTICULARS.

The circumstances attending the daring and deep laid scheme, by which two boxes of gold dust, valued at 4000l., were fraudulently obtained from the Dublin Steam-wharf on Monday last, have excited a great sensation in the metropolis. The officers (Roe, of Goldsmith, and Lea, of Lambeth-street office) have since been constantly employed in endeavouring to trace the thief and the property. A reward of 500l. has been offered for such information as may lead to the conviction of the offender and recovery of the property, by Messrs. Hartley and Co., of John-street, Crutched-friars, the agents of the Dublin, Falmouth, and Plymouth Steam Shipping Company, on whom this serious loss will most likely fall, if the two boxes of gold dust are not recovered. Mr. J. de Mole, the solicitor to Messrs. Hartley and Co., is also engaged in pursuing inquiries into the matter; and from the diligence and experience of the officers, the large reward which has been offered, and certain facts which have already come to the knowledge of Mr. de Mole and the officers, it is to be hoped that the thief will not be many days at large. The two boxes of gold dust were brought to this country from Mexico in the *Seagull* packet. They were consigned to the Brazilian Mining Company, and landed at Falmouth. They were subsequently transhipped on board the *City of Liverpool* steamer, Captain Moppett, which arrived here on Sunday afternoon. The boxes were not landed at the wharf until Monday morning; and at noon on that day the stranger who obtained possession of them drove up to the wharf in a box cab, which he had hired in the city. The letter he presented to the wharfinger, for the delivery of the boxes, was in the same handwriting as one which the wharfinger had received from Falmouth, and which bore the post-mark of that place, on the morning. It gave particular directions respecting the boxes, and that they were only to be delivered to a gentleman who would call in the course of the day, and present a letter in the same handwriting for their delivery. The person who obtained the boxes accurately described the contents of the boxes, the marks on them, and the time they were landed at Falmouth. The wharfinger, as might be expected, was completely put off his guard by the ingenuity of the thief. He was, however, seen by so many persons, and the cabman, who drove him as far as Cheapside, when he transferred himself and the boxes to another cab, which proceeded in a westerly direction, has so distinct a recollection of the man's face and person, that it is not probable he will long escape detection.

THE LATE CAPTAIN TEAGUE.

The interment of the remains of this gentleman took place at Redruth on Monday morning. He was taken from his house at ten o'clock, and borne to the grave by a number of his private friends, of whom four held the pall. A great many of the gentlemen of the town headed the melancholy procession, and the agents of almost all the mines in which Capt. Teague was interested, were in attendance. The number of persons present at this funeral was such as we have never witnessed upon any similar occasion in Redruth. The church, which is a spacious one, was crowded to excess, and long after it was full, people continued to flock to it from all directions.—Business during the greater part of the day was suspended; and the town exhibited an appearance of sorrow which strongly marked the sense entertained by the inhabitants of the loss which they had experienced. This public spirited and useful man has gone to his grave, with the blessings of thousands upon his head; and we fear that a long period will elapse before any one will be found fully competent to supply his place.

The foregoing is from our regular correspondent at Redruth. What follows is from a gentleman, who for many years lived in habits of intimacy with Capt. Teague, and enjoyed the best opportunities of appreciating those rare qualities, which made him so eminently useful to the important class of persons with whom he was long associated as a man of business, and so truly estimable in the opinion of his friends.

The death of the late Thomas Teague, Esq., of Redruth, has spread agonies over the county, almost unparalleled, and is the theme of universal lamentation. The innumerable mining and other important speculations, in which he has for years been engaged, and wherein he has embarked a capital of 100,000l.—carrying them on, up to the moment of his lamented death, with a vigour, and on a scale of liberality, scarcely equalled in the kingdom, and to the great advantage of the labouring classes—will, we fear, receive a severe, if not a fatal shock; unless some man of kindred spirit, and with similar advantages of wealth and knowledge, shall step forward to rescue and sustain them. Perhaps there was not in the whole kingdom—eminent as it is for every species of commercial enterprise and talent—a man combining so many of the qualifications necessary in conducting such gigantic affairs as those in which he was engaged; and notwithstanding the mental and bodily labour which he exacted from him, he continued with apparent ease, and yet with surprising energy, to superintend and direct them, till within a week of his death. But who can fill up the blank which that death has occasioned? This is an anxious question to thousands; but we fear that it does not admit of a satisfactory answer. Like an ancestor of the present Sir Charles Lemon, by his natural genius, honesty, and perseverance, he rose from a low origin to an enviable and proud position in society; and we believe there is no man in the county whose death would be more severely regretted, or whose memory would be more highly esteemed. We rejoice to find that it is proposed, by the erection of a suitable monument, to hand down to posterity, among the "Worthies of Cornwall," the name of the great miner, CAPT. THOMAS TEAGUE, of Redruth.—*Cornwall Gazette.*

ELECTRICITY.—On Tuesday week Mr. Andrew Cross delivered a lecture on atmospheric electricity at Tuxton, illustrated by a number of beautiful experiments. He illuminated 400 feet of iron chain, hung in festoons about the room, the whole extent being brilliantly lighted at the same instant by the passage through it of the spark from the battery; and melted several feet of wire. Mr. Cross afterwards detailed the results of many experiments on thunder clouds and mists. By means of a wire apparatus suspended in his park, he had discovered that a driving fog sweeps in masses, alternately negatively and positively electrified; and once the accumulation of the electric fluid in a fog was so great, that there was an incessant stream from his conductor of sparks, each one of which would have struck an elephant dead in an instant.

SOUTH DURHAM AND NORTH YORK GENERAL SHIPPING COMPANY.

Having been favoured with an outline, from an authentic source, of the excellent principles upon which the business of the above company is conducted, we give insertion to the following particulars, as likely to be of general interest to our readers:—

The South Durham and North York General Shipping Company was formed in the year 1834, and commenced its operations in the early part of the following year. The seat of business is in the port of Stockton-on-Tees, which, since the opening of the Stockton and Darlington Railway in 1825, has been gradually increasing in importance as a coal port, and its general trade has kept pace with that important branch of commerce. In the year 1834 there was no export of coal. In 1834 the export of coal exceeded 400,000 tons, and it continues to go on increasing. The foreign and the general coasting trade has been increasing in a like ratio.

This company was originated with a view to maintain at all times a supply of shipping in the port adequate to its increasing trade, provided that the early experiments should be favourable.

In 1834-5 the capital was	£10,000
1837 it was increased to	20,000
1837 ditto ditto	30,000
1838 ditto ditto	40,000
1839 it was agreed to make it	50,000

It has been, from the commencement, a principle with the company to observe the following regulations, after paying all current expenses out of the ships freight:—

1. To make good all losses.
2. To make such an allowance at the year's end as should be equivalent to the estimated depreciation of the ships from increased age, &c.

This will be at once seen from the following table, which exhibits the state of each year's account:—

Losses made good.	Reserved for Depreciation.	Paid as Dividend.
1835	£160	25 per cent.
1836	1750	12½ "
1837	865	20 "
1838	4000	6 "
Four years ..	5780	59½ "

The company has now eighteen ships, of twelve to twenty keels, and averaging 5000l. each. They pay no insurance.

The management is vested in two directors, and an agent or manager, none of whom are allowed to have any contract with the company, or to be concerned in any contract. In cases of emergency there is a committee of consultation, with whom the directors advise as to the steps to be pursued in cases of a difficult or doubtful nature.

At an adjourned annual general meeting of proprietors of the above company, held at Middlesbrough, on Friday, the 15th ult., the following report of the directors was presented:—

REPORT.

The directors have to report to the annual meeting, that pursuant to the resolutions of last year, new shares, at 10l. premium, were issued to such an extent that the subscribed capital, together with the premiums of 1837 and 1838, should amount to 40,000l. On the shares issued there remains unpaid 165l.

The capital thus placed at their disposal was by the directors shortly afterwards invested in the purchase of two new ships, the *Falmouth* and *Stilton Castle*, the former of which was intended to be employed in the Southern trade.

About one-half of the ships were sent foreign, principally to America or the Baltic; the others remained in the coal trade.

The *Cleveland*, one of the finest vessels belonging to the company, sailed from the Tees in January, 1838, and has not since been heard of; the *Falmouth*, on her first voyage, having grounded near an island in the Baltic, was abandoned by her master, and soon afterwards sold. Under the advice of the consulting committee the trustees, and the solicitors of the company, inquiries were instituted at all the out ports of the United Kingdom, and also at the principal Baltic ports; the directors have now ascertained that the ship was got afloat, and taken into port for repair, a short time after being abandoned, and it is possible that by treaty, the company may recover the vessel on payment of salvage. These are the only losses the company has sustained.

The following eighteen ships now belong to the company:—*Auckland*, *Othman*, *South Durham*, *North York*, *Richmond Castle*, *Pontefract*, *Goldfich*, *Wandering*, *Shepherd*, *Stratlam Castle*, *Doucart*, *Wear Packet*, *Sunnyside*, *Loyal*, *Elizabeth*, *Albright*, *Falmouth*, *Sea Nymph*, and *Stilton Castle*.

The following is a statement of the year's account and of the present state of the company's affairs:—

Property—eighteen ships	£38,354 0 0
Land, office, and stores	2,615 0 7
Bills and bank debts	4,673 8 6
Premiums on shares	2,680 0 0—44,622 4 1
On.	
Capital paid on shares, exclusive of premiums	£38,724 13 2
Engagements	3,697 1 7
Balance applicable to dividends	2,179 0 0—44,502 4 1

On the preceding account, the attention of the proprietors is called to the following particulars:—

1st. That the losses before mentioned, with a charge for depreciation of 10 per cent. on the prime cost of the ships, and the expenses of the year, have all been made good.

2d. That after protecting the capital and maintaining it at its full value, there remains a surplus of 2179l. 0s. 4d., which is equal to 6 per cent. on the paid-up capital. The meeting will distinctly understand that this profit is derived exclusively from the premiums of 1837 and 1838.

3d. That if each dividend be paid, the shareholders will have received in the four years of their co-partnership 531 per cent. on their capital.

The directors therefore recommend the above-named surplus to be paid as a dividend.

A considerable proportion of the profits hitherto realised has arisen from the saving of insurance; the company has been, on the average, extremely fortunate in regard to losses, but it is of vital importance to its future prosperity, to ascertain whether the present amount of capital is such as to justify the risk.

It may also deserve the serious consideration of the proprietors at another annual meeting, whether by equalising their dividends, according to an average scale the shares may not obtain a more permanent as well as a higher value, than the can possibly gain, while exposed to the fluctuation which must attend an investment so precarious as shipping, unless so protected.

The plan recommended by the last general meeting, of procuring stores for the ships by contract, has been tried to a certain extent. The directors cannot advise a similar rule for the future to be made absolute. A discretionary power vested in the hands of the directors would probably be found more advantageous.

The new certificates ordered by the last general meeting have been prepared. The directors cannot concur their report without expressing their obligations to the consulting committee for their valuable aid on many important occasions during the year.

The only other point remaining for the meeting is the appointment of directors, manager, consulting committee, and auditors, for the current year.

The above report having been read, it was unanimously resolved:—
"That the report be received; that the statement of accounts be adopted; and that the directors be empowered to issue new shares, at 5l. premium, or 55l. each, till the capital shall have reached 50,000l."

ANTHRACITE COAL.

An interesting letter, "On the use of Anthracite Coal for Steam Navigation," has been lately addressed to John Biddolph, Esq., by Mr. T. H. Leighton, of Llanelli. Mr. L. explains the comparative effects of the two descriptions of coal, anthracite and bituminous, in combustion; and states that, in his opinion, the reason the former has not superseded the use of the latter for the purpose named, arises from the circumstance, "that no other means have as yet been adopted to assist the efforts of anthracite in combustion than those resorted to to assist the combustion of bituminous coal, viz., increasing the draught. A careful examination of the chemical composition of the two coals, the different operations of combustion, and the products of their combustion, must prove that something more is requisite." Mr. Leighton continues, "I suggested some time since, that the application of the vapour of water to an anthracite fire would remedy the objectionable properties of the coal, and have had various opportunities of trying experiments upon a large scale, with the view of ascertaining the most effective and the simplest mode of application. It appears to prevent the depreciation of the coal, to carry off the radiation of heat from the ash-pit and front of the fire upwards into the flues, and to keep up a steady and regular supply of steam. The rationale may be considered to be, that the vapour of water passing through ignited carbon is decomposed, and its elements, oxygen and hydrogen, both combining with portions of carbon, produce a quantity of volatile inflammable matter, which meeting a supply of oxygen, after escaping from the fire, keeps up combustion and generates heat in the flues of the boiler, thus adding to anthracite a steady and continuous supply of the volatile principles of bituminous coal in such a way that it is constantly in action without the possibility of any loss of fuel. This plan, brought into use in steam vessels, must lead to some beneficial results, as it will effect a saving of one-half the fuel now used; be the means of keeping up steam more steadily and uniformly; do away with annoyances of smoke; be attended with less labour in firing; and by carrying off the radiated heat from the fire-plate will render the engine room comparatively cool. This latter consideration will render the plan employed on board steamers plying upon stations in hot climates most prove of no little importance. I have been informed, the sufferings of the firemen on board the steamers in the East Indies are very great." Mr. Leighton, also states, at the conclusion of his letter, that his intention has been, by continued experiment, to realize in the fullest degree the expectations formed of its efficiency.—*Midland Counties Herald.*

RAILWAY INTELLIGENCE.

LONDON AND BIRMINGHAM RAILWAY.—The proceedings in committee of the legislature on the recent application of the London and Birmingham Railway Company for a new act or powers to raise more money have attracted much attention in the city, and have rendered the share-market generally heavy and declining for some days past. It is reported that the directors were willing, and even desirous, rather to raise the additional capital said to be wanted by an issue of new shares rather than of debentures for loans. But in that case, it was proposed, as before, on the creation of the quarter shares, to apportion such new shares among the proprietors of the old, thus exclusively giving them the chance of such further bonus by way of premium as the new shares might probably realize. To this it was objected, that the motive being to raise capital on the most advantageous conditions possible, it would be a preferable mode, and also more equitable, to sell the new shares, so to be authorized, upon the market, by which means a considerable amount would be raised by the premiums which might be obtained in open market. The benefits arising from this course would be twofold, for the property of the actual shareholders would be improved to the extent of the funds so added to the joint-stock, gratuitously as it may be said, whilst a large number of the community thus admitted at the same time as proprietors could hardly fail to promote the interests as well as to increase the capital of the concern. It was moreover objected in committee as an informality, that before any application for powers to raise more capital ought to be entertained, the accounts still unpaid upon the old shares should be called for and paid up. Upon the old shares 90% out of the 180% is so paid up, but of the quarter shares 5% only out of the 25%. So the question is said to stand at present, the further consideration being adjourned for some time.—*Times*.

PROPOSED EXTENSION OF THE NEWCASTLE AND NORTH SHIELDS RAILWAY TO TYNEMOUTH.—The inhabitants of North Shields, at a public meeting held on Friday last, in the Commercial Hotel (Henry Mifflin, Esq., in the chair), resolved to give the application to parliament of the railway company, for powers to continue the railway through Shields to Tynemouth, "the most unqualified and uncompromising opposition; and that, in furtherance thereof, the petition to the House of Commons now read be adopted, and presented by the member for the borough—the Right Hon. Sir Chas. Grey."—*Derbyshire Advertiser*.

MIDLAND COUNTIES RAILWAY.—The contract for works at the Derby station, for engine shed, coke store, water tank, platform, &c., has been taken by Messrs Dury and Son, of Nottingham, at about 5000*l.*, to be completed by the 14th of May next.—*Derbyshire Courier*.

RAILWAY BILLS.—On Friday week the House of Lords appointed a standing orders committee on "all railway bills," consisting of the Duke of Richmond, the Marquis of Salisbury, the Earl of Devon, Winchester, and Nottingham, Doncaster, Abingdon, Morton, Hardwicke, Leicester, Radnor, Chichester, Chichester, Verulam, Beaumont, Stradbroke, Burlington, Ripon, and Eppingham; Viscounts Leinster, Hood; and Lords Souders, Boston, Foley, Montagu, Kenyon, Salterford, Bayning, Redesdale, Sheffield, Colchester, Rayleigh, Bexley, Penhurst, Somershill, Wharfedale, Rosebery, Pottimore, Hatherston, Stratford, and Bateman.

THE BLACKWALL RAILWAY.—At the last Court of Common Council the report of the parliamentary committee, to which the subject of the bill in parliament for extending the Commercial Blackwall Railway to Fenchurch-street was referred, was brought up. It recommended that parliament should be petitioned to allow counsel to be heard in the committee upon the bill against the further extension of the railway beyond the terminus in the Minories. The report was unanimously agreed to. Mr. Deputy Tyars asked, upon the occasion, whether the parliamentary committee were restricted as to the number of counsel to be employed, and on pressing for a reply, was informed by the remembrancer that they had all power to avail themselves of any legal aid that might be deemed necessary.

NORTH UNION RAILWAY.—The traffic on this line gradually increases. We understand that trains will be provided for heavy goods without much further delay. The progressive advance in the price of the shares is a pretty favourable and significant omen as to the statistics of the line.—*Western Chronicle*.

WEST CUMBERLAND AND FURNESS RAILWAY.—The committee appointed to forward this popular undertaking continue to receive from various quarters the most cordial assurances of support, and applications for shares are daily dropping in to a considerable amount. At the meeting of the committee this week, a contribution of 50*l.* towards the parliamentary survey was reported from the Lancaster and Preston Railway Company. It has now been shown that the directors of the whole of the railways from Lancaster to London are friendly to a continuation of railway communication through Furness and West Cumberland into Scotland. This is significant, and cannot fail to have its due weight with the legislature and the public. The merchants and manufacturers of Belfast and the North of Ireland, quickened by the statement which appeared a fortnight ago, have expressed the most cordial anxiety for the success of the West Cumberland line, and considerable assistance may fairly be expected from that quarter. The great benefits which the North of Ireland would reap from Whitehaven becoming a railway station appear to have struck many intelligent and enterprising minds in Belfast and its vicinity, and we believe that no stone will be left unturned by them to encompass the object, which, with ourselves, they have now most eagerly in view.—*Whitehaven Herald*.

RAILWAY THROUGH THE POTTERIES.—After all the excitement which pervaded the public mind in this district, previous to, and during the session of parliament, in 1837, as to the relative merits of the South Union and Cheshire Junction Railways; and after the pledges which had been made, as the public were given to understand, that an efficient railway communication should be afforded to the Potteries, it now seems doubtful whether the line of railway will be made through this neighbourhood at all. At the half-yearly general meeting of the proprietors of the Manchester and Birmingham Railway, held at Manchester, on Friday, the 8th instant, the opinion of some of the directors was forcibly expressed against carrying their line of railway further than Crewe, unless the bill for making the extension line from Stone to Rugby, for which they are applying to parliament, be passed this session. The line to Crewe, it will be remembered, was the first project of the Cheshire Junction Company; and it does not seem improbable that the commercial importance of the Potteries will now be disregarded, and its accommodation entirely neglected.—*North Staffordshire Mercury*.

TRANSIT OF GOODS BY THE LONDON AND BIRMINGHAM RAILWAY.—The spirited and resolute opposition made before the parliamentary committee by Messrs. Robins and Co., to the monopolizing system adopted by the London and Birmingham Railway Company in the conveyance of goods has terminated successfully. Whatever advantages may be attached to this mode of transit, they have hitherto been rendered nearly nugatory by its exclusive confinement to the house of Pickford and Co., who were, through the medium of some secret compact with the company, alone admitted to the use of the railway. It is now, however, as it ought from the first to have been, thrown open, thus securing to the public all the benefits which may arise from the legitimate exercise of fair and honourable competition.

DERBY, MARCH 19.—A meeting of respectable and influential gentlemen took place here this day, preparatory to a general meeting, to take into consideration a projected line of railway from this place to Macclesfield, to form a junction with the Manchester and Birmingham line, and to unite at this town with the Midland Counties, North Midland, and Derby and Birmingham Railways; which is considered by competent judges to be the best line for connecting the large towns of Nottingham, Leicester, Derby, &c., with that of Manchester.—*Manchester Guardian*.

FIRST CUMBERLAND LOCOMOTIVE.—The first locomotive engine built in Cumberland was last week placed upon Lord Carlisle's line of railway from Kirkcubbin to Midgholme. She was built at Kirkcubbin, under the direction of James Thompson, Esq., the lessee of Lord Carlisle's coal and iron works, is beautifully finished, and worked to the entire satisfaction of all who saw her. The engine is intended to bring coals from the Midgholme and Hartleyburn pits to Kirkcubbin, whence they are conveyed to Carlisle by the Newcastle and Carlisle Railway. The engine has been named the *Robert Will*, after the famous warden of the manor of Kirkcubbin.—*Carlisle Journal*.

SIR CHARLES LEMON'S MINING SCHOOL.—We recommend all persons who intend to enter this important institution as students, to send their names to the governors immediately, as the school, we understand, will be opened the week after next.—*Falmouth Packet*.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 23d inst., is as follows:—Gold coin to Hamburg, 3500*oz.*; to Boulogne, 1100*oz.*; Gold bars to Rotterdam, 3150*oz.*; to Hamburg, 15,110*oz.*; Silver coin to British West Indies, 4290*oz.*; to Madras and Calcutta, 77,890*oz.*; Silver bars to Madras, 20,000*oz.*

PURCHASES OF BLACK TIN AT REDRUTH, MARCH 19.

Purchaser.	Mines.	Tons.	Total.	Price.	Each parcel.	Total Amount.
TARLOWE & CARVERHAM HOUSES.	Charlestown U.M.	114	30 10 0	300 15 0		
	Wheat Unity Wood	40	40 12 0	165 0 0		
	Godolphin	1	40 0 0	725 15 0		
	Timcroft	1		7 0 0		
	St. Andrew's Consols	42	42 2 0	209 11 0		
	Polgoath	1	42 2 0	38 16 0		
	Polgoth	1		42 2 0		
	Carlton	6	61 0 0	308 0 0		
		3	32 2 0	150 2 0		
		4	40 0 0	19 6 3		
	Bisow Bridge	2	36 12 0	27 13 1		
	Larkholm	40	40 2 0	217 13 9		
	Tongue's Tin	42	42 2 0	196 11 3		
	St. Mary's Consols	12	42 2 0	65 1 3		
TARLISH HOUSE.	Wheat Unity Wood	1		41 5 0		
	Wheat Unity Wood	1		41 5 0		
	Bonewall Hill	5	50 0 0	281 5 0		
TREKIPS HOUSE.	Wheat Unity Wood	10	55 15 0	337 19 0		
	St. Andrew's Consols	10	40 12 0	494 5 0		
	Polgoath	10	40 2 0	515 15 3		
	Bisow Bridge	74	40 2 0	557 1 3		
CRYANDOUR, ANGARRACH, & CALMICH HOUSES.	Wheat Unity Wood	8	45 0 0	33 15 0		
	Timcroft	64	45 2 0	301 8 9		
	Rock Mines	12	24 15 0	711 15 0		
	Polgoth	14	29 15 0	44 12 6		
	Carlton	4	40 0 0	12 6 3		
	Wheat Grey	8	40 0 0	586 0 0		
	Larkholm	3	19 10 0	9 15 0		
	Godolphin	3	40 0 0	130 0 0		
	Wheat Tury	14	40 0 0	65 1 3		
TANTHILLAN & MELLANBY HOUSES.	Charlestown U.M.	50	50 17 0	292 10 7		
	Wheat Unity Wood	64	42 2 0	264 16 10		
	Wheat Unity Wood	11	50 12 0	354 17 6		
	Timcroft	64	45 2 0	301 8 9		
	Polgoth	4	41 15 0	107 0 0		
	Polgoth	7	45 2 0	33 16 10		
	Polgoth	7	45 2 0	37 12 0		
		2	33 15 0	35 6 3		
Bisow Bridge.	Charlestown U.M.	14	28 15 0	30 18 9		
		21	18 0 0	45 0 0		
		35		80 18 9		
		1842		8921 12 3		

SALE OF COPPER ORES AT SWANSEA, Sampled March 6, and sold at Swansea, March 27.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Coburn	70	154	182 12 15	Ballymurtagh	54	114	2 2 0
ditto	67	154	182 12 15	ditto	54	114	2 2 0
ditto	64	154	182 12 15	ditto	54	114	2 2 0
ditto	47	154	182 12 15	ditto	54	114	2 2 0
ditto	19	154	182 12 15	ditto	54	114	2 2 0
ditto	100	154	182 12 15	ditto	54	114	2 2 0
ditto	99	154	182 12 15	ditto	54	114	2 2 0
ditto	105	154	182 12 15	ditto	54	114	2 2 0
ditto	79	154	182 12 15	ditto	54	114	2 2 0
ditto	100	154	182 12 15	ditto	54	114	2 2 0
ditto	111	154	182 12 15	ditto	54	114	2 2 0
ditto	72	154	182 12 15	ditto	54	114	2 2 0
ditto	31	154	182 12 15	ditto	54	114	2 2 0
ditto	28	154	182 12 15	ditto	54	114	2 2 0
ditto	90	154	182 12 15	ditto	54	114	2 2 0
ditto	73	154	182 12 15	ditto	54	114	2 2 0
ditto	39	154	182 12 15	ditto	54	114	2 2 0
ditto	35	154	182 12 15	ditto	54	114	2 2 0
ditto	30	154	182 12 15	ditto	54	114	2 2 0
ditto	28	154	182 12 15	ditto	54	114	2 2 0
ditto	24	154	182 12 15	ditto	54	114	2 2 0
ditto	22	154	182 12 15	ditto	54	114	2 2 0
ditto	39	154	182 12 15	ditto	54	114	2 2 0
ditto	10	154	182 12 15	ditto	54	114	2 2 0
ditto	109	154	182 12 15	ditto	54	114	2 2 0
ditto	27	154	182 12 15	ditto	54	114	2 2 0
ditto	57	154	182 12 15	ditto	54	114	2 2 0
ditto	44	154	182 12 15	ditto	54	114	2 2 0
Ballymurtagh	119	41	119 2 8	ditto	54	114	2 2 0
ditto	107	41	119 2 8	ditto	54	114	2 2 0
ditto	81	41	119 2 8	ditto	54	114	2 2 0
ditto	72	41	119 2 8	ditto	54	114	2 2 0
				ditto	54	114	2 2 0

SALE OF COPPER ORES AT TRURO, Sampled March 13, and sold at Pearce's Hotel, Truro, March 28.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Consols	120	9 7 0	Williams.	Wh. Ellen	74	4 2 0	Williams.
ditto	119	4 11 0	—	ditto	74	4 2 0	P. Grenfell.
ditto	108	4 14 0	—	ditto	69	4 5 0	Virians.
ditto	92	6 0 0	—	ditto	58	4 1 0	Mines Royal
ditto	81	5 3 0	—	ditto	50	4 1 0	—
ditto	81	5 3 0	—	ditto	40	4 2 0	Virians.
ditto	78	5 19 0	Neill & Co.	ditto	38	4 1 0	—
ditto	77	7 9 0	Mines Royal	ditto	34	4 1 0	—
ditto	76	5 0 0	Williams.	ditto	30	4 1 0	Williams.
ditto	74	6 0 0	Freemans.	ditto	29	4 6 0	—
ditto	70	7 3 0	—	Wh. Perran	50	4 1 0	P. Grenfell.
ditto	68	6 5 0	—	ditto	39	11 0 0	—
ditto	65	6 4 0	Mines Royal	ditto	37	3 18 0	—
ditto	63	5 7 0	Freemans.	ditto	36	5 11 0	—
ditto	62	4 19 0	Mines Royal	Levanth	40	11 0 0	—
ditto	62	4 19 0	—	ditto	38	11 0 0	Williams.
ditto	61	4 13 0	—	ditto	34	4 19 0	Virians.
ditto	58	8 13 0	Freemans.	Produced	41	4 15 0	Neill & Co.
ditto	53	3 19 0	—	ditto	41	3 5 0	Freemans.
ditto	49	3 4 0	Virians.	ditto	39	3 18 0	Neill & Co.
ditto	49	2 15 0	—	Trevelyan	57	5 10 0	Williams.
ditto	74	4 3 0	Williams.	ditto	49	4 12 0	—
ditto	73	4 3 0	—	W. Levanth	64	3 5 0	Virians.
ditto	78	7 14 0	Neill & Co.	W. Trevelyan	73	3 10 0	—
ditto	58	2 4 0	—	ditto	19	3 0 0	—
ditto	40	3 2 0	Williams.	S. Polgoth	40	1 0 0	Williams.
ditto	42	3 19 0	—	St. W. Perran	17	6 10 0	—

TOTAL PRODUCE.

Consolidated	1200	4600 10 0	Wh. Perran	100	4570 10 0
St. George	440	1570 0 0	Wheat Trevelyan	100	620 0 0
Wheat Ellen	370	1590 10 0	Wheat Levanth	60	317 10 0
Fowey Consols	341	174 0 0	Wheat Trevelyan	60	364 0 0
Wheat Perran	153	1120 10 0	South Polgoth	30	361 0 0
Levanth	118	3000 0 0	St. W. Perran	17	110 10 0

Average standard, 1575*l.*—Average produce, 71*l.*—Average price, 1*l.* 12*s.* 6*d.*—Quantity of ore, 2655—Quantity of ore, 254 tons 15 cwt.—Amount of money, 12,505*l.* 10*s.*—Average standard of last year, 1125*l.* 10*s.*—Produce, 74

PURCHASES OF COPPER ORES AT TRURO, MARCH 21.

Purchaser.	Mines.	Tons.	Total.	Price.	Amount.	Total amount.
				£ s. d.	£ s. d.	£ s. d.
MINES ROYAL.	Wheat Unity Wood	324	324	3 9 6	294 3 6	
Co.	.....	434	434	5 4 6	2352 14 6	
	Godolphin.....	34	34	9 7 6	330 18 6	
	.....	100	100	8 14 6	856 12 6	
	.....	204	204	5 7 6	1206 12 6	
	Carbarrack.....	34	34	7 10 6	241 18 6	
	Foldice.....	52	52	7 10 6	368 12 6	
3. VIVIAN & SONS.	Treasure.....	100	100	4 16 6	416 12 6	
	.....	50	50	4 1 6	208 18 6	
	.....	43	43	3 12 6	168 18 6	
	Consolidated Mines	376	376	7 3 6	2838 4 6	
	Hallen Bongsie.....	87	87	5 0 6	435 6 6	
	.....	70	70	3 0 6	210 6 6	
	.....	46	46	3 12 6	168 18 6	
	.....	204	204	3 1 6	119 6 6	
	.....	45	45	3 2 6	135 6 6	
	.....	42	42	3 1 6	126 6 6	
	Cook's Kitchen.....	54	54	3 7 6	198 6 6	
	.....	36	36	3 15 6	147 18 6	
	Forney Consols.....	90	90	6 0 6	546 6 6	
	South Caradon.....	34	34	6 12 6	208 6 6	2106 18 6
3. FARMAN & Co.	Wheat Jewel.....	20	20	5 9 0	180 0 0	
	Cook's Kitchen.....	71	71	3 0 0	213 0 0	
	Wheat Unity Wood.....	27	27	3 9 0	204 0 0	
	Forney Consols.....	97	97	5 12 0	509 12 0	
	.....	40	40	6 0 0	240 0 0	
	Godolphin.....	30	30	14 2 0	426 0 0	2106 0 0
4. GREENFELL & Co.	Treasure.....	120	120	7 5 0	900 0 0	
	.....	90	90	5 0 0	450 0 0	
	.....	36	36	0 10 0	360 0 0	
	.....	100	100	0 12 0	1200 0 0	
	.....	48	48	3 12 6	189 12 6	
	.....	81	81	3 10 0	243 0 0	
	.....	71	71	6 5 6	444 10 6	
	.....	20	20	8 7 0	174 0 0	
	.....	48	48	4 14 0	180 0 0	
	.....	50	50	4 14 0	208 0 0	
	Foldice.....	47	47	3 10 0	171 10 0	
	Cook's Kitchen.....	47	47	3 10 0	171 10 0	
	Wheat Unity Wood.....	47	47	3 10 0	171 10 0	
	.....	454	454	5 4 0	237 14 0	
	Carbarrack.....	244	244	4 11 0	111 9 0	2348 0 0
5. SIMS, WILLIAMS, & NAVILL, and Co.	Treasure.....	101	101	4 2 0	412 0 0	
	Wheat Jewel.....	192	192	4 14 0	479 8 0	
	.....	70	70	4 14 0	418 0 0	
	.....	90	90	4 0 0	360 0 0	
	.....	36	36	4 0 0	144 0 0	
	Carbarrack.....	30	30	4 11 0	123 0 0	
	.....	244	244	4 11 0	111 9 0	2148 10 0
6. WILLIAMS, FOSTER & Co.	Consolidated Mines	88	88	4 7 6	361 0 0	
	.....	87	87	10 10 6	907 8 6	
	.....	82	82	5 19 0	483 12 0	
	.....	90	90	9 1 0	724 0 0	
	.....	79	79	7 0 0	592 12 0	
	.....	374	374	7 3 0	2968 2 0	
	.....	22	22	6 2 0	432 10 0	
	Wheat Jewel.....	22	22	3 5 0	71 10 0	
	Hallen Bongsie.....	354	354	5 1 0	129 8 0	
	.....	47	47	6 1 0	284 7 0	
	.....	20	20	4 9 0	160 10 0	
	Cook's Kitchen.....	91	91	3 10 0	179 10 0	
	.....	87	87	4 4 0	339 0 0	
	Wheat Unity Wood	81	81	5 9 6	304 8 0	
	Godolphin.....	16	16	8 7 6	126 16 0	
	Carbarrack.....	16	16	1 0 0	16 0 0	
	South Carbarrack	34	34	6 12 6	208 6 0	2427 17 6
7. VIGORS and Co.	Wheat Jewel.....	60	60	9 5 0	570 14 0	
	.....	64	64	0 0 0	340 12 0	
	.....	63	63	9 12 0	567 11 0	
	Godolphin.....	244	244	5 7 0	126 8 3	1700 5 3
			2164			34018 0 0
			4192			

PRICES OF SHARES.

PRICES OF SHARES.

JOINT STOCK BANKS						
No. of Shares	CASH ON DEPOSIT.	Amount in Pounds	Amount paid in Pounds	Profit.	Profit & Loss per share	Share Dividend per share
25,000	Agric. & Com. of Ire.	25	10	..	8	Jan.
5,000	Australasia ..	50	40	60	..	..
1,300,000	Bank of Scotland ..	130	10	25	10	Sept.
20,000	Birmingham Bank ..	20	100	..	..	..
500,000	British Linen Co.	500	25	25	10	..
20,000	British North Amer.	20	5	5	7	..
100,000	Commercial ..	100	25	30	..	..
25,000	Colonial ..	25	9	10	..	..
5,000	Equitable Loan Co.	5	10	5	..	..
10,000	Foreign Banking Co.	10	50	65	..	..
2,000,000	Glasgow Union ..	2000	15	25	10	Feb.
10,000	Gloucestershire ..	10	50	5	10	Aug.
6,000	Hampshire ..	60	25	21	4	..
10,000	Hibernian ..	100	25	36	..	..
5,000	Devon & Cor. B. Co.	50	20	23	8	Mar.
30,000	London & Westmins.	300	20	23	8	Aug.
10,000	Lancaster ..	100	20	23	8	July
25,000	Liverpool ..	250	124	232	6	June
60,000	London Joint Stock Co.	60	10	124	..	..
50,000	Manch. & Liver. Dis.	500	13	164	27	Oct.
20,000	Manchester ..	20	10	16	13	Aug.
20,000	Monm. & Glamorg.	20	10	10	6	..
20,000	N. & S. South Wales	20	10	13	..	..
5,000,000	National Scotland ..	5000	174	17	5	Jan.
10,000	Nat. Bank of Ireland	100	35	38	5	..
10,000	Nat. Prov. Incl. Engl.	100	10	3	2	..
80,000	Nor. & Cent. B. of Eng.	800	25	3	9	..
10,000	North Wuits ..	100	25	43	8	July
20,000	Prov. Bk. of Ireland	20	10	17	..	..
4,000	Ditto New ..	40	100	..	..	..
2,000,000	Royal Scotland ..	2000	..	5	..	..
7,000	South African ..	70	23	5	..	..
20,000	S. of Ireland, Cork.	200	30	..	..	..
4,000,000	Western of Scotland	4000	20	124	6	July
20,000	W. of Eng. & S. W. Dis.	200	15	74
20,000	Wills and Dorset ..	200	15	74

CANALS.		Canal	Length	Depth	Width	Speed
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No. of Bill.	NAME OF COMPANY.	Amount of Bill.	Amount Paid.	Balance Due.	Period year.
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194 Trevaux.	10	8	3	22
3,030 Trevoivas.	5	5	12	110
United Mills.				

4,000	Union	50	8	3	3	3
2,000	Wendron	10	10	10	1	1
3,000	West Cork	20	20	20	1	1
5,000	Wheel Brothers	20	20	20	3	2
3,000	Wheel Osborne	10	10	10	2	2
6,000	Wh. Harm. & Montagne	5	5	5	8	8
3,000	Wicklow Copper	8	8	8	3	3
3,043	West Wheel Jewel.	13	12	12	11	11
300	Wherry Mine	5	1	1	1	1
20,000	Western Mining Asso.	5	1	1	1	1
5,000	Wheel Sisters	24	48	48	41	41
254	Wh. Prosper (Bithyans)					

FOREIGN MINES.

4,000	Allen Mining Company	10	124	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
8,374	D. Sub. Subscription	28	28	23	23	23
2,000	Bolanos	100	100	74	74	74
	Ditto Scrip	30	30	16	16	16
10,000	Brazilian Imperial	20	20	24	24	24
10,000	Bolivar	10	10	3	3	3
10,000	Ditto Scrip.	10	10	8	8	8
10,000	Cats Branca Co.	10	2	23	23	23
10,000	Conceicao Mining Co.	20	20	24	24	24
12,000	Cobre Copper Company	40	40	34	34	34
8,000	Colombian Co. regis.	11	11	11	11	11
1,500	Ditto, New	20	13	10	10	10
10,000	Copahu Mining Co.					

FRENCH FUNDS.

[illegible]

IRISH FUNDS.
March 29, 1909.

Bank Stock	104	Royal Canal Stock	19 0
Government Debentures 34 per cent. 1872	99 1/2	Patrician Insurance	23 0
Do do 34 per cent. 1873	99 1/2	Commercial Bank of Ireland	23 0
Do do 34 per cent. 1874	100	Ulster Bank	23 0
Do do, reduced 4 per cent. 1874	92 1/2	Grand Canal Stock	7 0
Consols	104 1/2	Mining Co. of Ireland	60 0
City Debentures 4 per cent. 1875	95	City of Dublin Steam Co. Stock	60 0
		Kingstown Railway	100 0

AMERICAN FUNDS.

	Balance	Debit	Credit	Balance	Debit	Credit
New York	\$ 1850	93 1	103 5	Louisiana, 5 1844, 7, 80, 2.		93 1
	\$ 1850			Mississippi .. 6 1851, 6, 71		
	\$ 1850	94		Insurance Companies ..		
Pennsylvania	1850, 40, 41.			Per Cent.		
	1840			United States .. 8 1860.		744
	1850, 4.			Louisiana State, 10 1870.		
	1850	101 2		Bank of Louisiana 1870.		
	1850	101 2		N. Orleans, Canal & B. Co.		
	1850	104 5		City Bank ..		
	1850, 62	104 5		New York Life and Trust		40
	1850			Tennessee Planters 9		
	1850	100		Mississippi, 10		
Maryland	6 1870	100 6		Exchange at New York ..		
Ohio	6 1850					

COURSE OF EXCHANGE.

THURSDAY, March 28, 1906.				
	Trains passed	Trains scheduled on Chicago	Trains passed	Trains scheduled on Chicago
Amsterdam	19 34	10 24 12 24	Seville	36 4
Balto at Night	12 4	11 19 12	Liberalta - p. a. d.	48
Rotterdam	12 4	11 19 12 24	Leghorn	38 75 35 4
Antwerp	12 3	11 14 12	Milan	41
Hamburg Alex. H.	3 10 10	10 24 11 14	Genoa	47
Paris	18 11	11	Venice - p. a. d.	40
Paris, 6 days' night	20 33	25 17 1 20	Trieste	119 00 119
Brisson	20 45	25 47 2 20	Permo	34 04
Brisson	20 45	25 47 2 20	Lisbon	34 04
Marcellino	20 45	25 47 2 20	Oporto	37 14
Frankfort on Main	2 0	10 4	Rio Janeiro	37 14
Petersburg p. a. d.	2 0	10 4	Bahia	37 14
Berlin - cont.	10 3	16 1 10 2	Bombay	40 4
Vicenza	10 3	16 1 10 2	India	40 4
Vicenza ditto	10 3	16 1 10 2	Cook	40 4
Madrid	27	27 4	Madras	40 4
Calis	27 4	27 4	Calcutta	40 4
Wilson	28 4	28 4	New York & Philad	40 4
Barcelona	28 4	28 4		

PRICES OF METALS

		U. S. C.		
Corran, Brit. —Coke.....	ton	4 0 0		
	do	10 0 0		
	Ther.....	10 0 0		
	Shells.....	0 1 0		
	Buttoms.....	0 1 0		
Foreign —A. Am. (dp 3/4 cwt.).....	do	4 0 0		
Tow, Brit. —Blocks.....	cwt	4 0 0		
	Bars.....	4 0 0		
Wales, common	do	1 10 0		
to best, per	do	2 0 0		
bars	do	2 0 0		
Wales of the above	do	20 0 0		
others do. same	do	20 0 0		
(Others in proportion.)				
Foreign —Barns, Ad.	cwt	3 10 0		
dry	do	3 10 0		
per cwt.	do	3 10 0		
Bars, Ad.	do	3 10 0		
Bars, Brit. —Pig.....	ton	70 0 0		
	do	70 0 0		
	Shed.....	70 0 0		
	Red.....	70 0 0		
	White (dry).....	70 0 0		
	do. (qd. in oil).....	70 0 0		
	Litharge.....	70 0 0		
Foreign —Spain, dry, do.	ton	15 0 0		

TIDE TABLE

HIGH WATER AT LONDON BRIDGE, from March 10 to 25						
	Rates.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Showing	3 10	3 04	3 17	3 23	4 15	4 43
detachment	3 41	3 7	3 34	3 40	4 25	5 1

FOREIGN MINES.

	18	124	11	11 11
4,000 Altan Mining Company	100	100	1	1
10,000 Anglo Mexican Co.	25	25	24	24
3,374 Do. Subscription	150	150	724	724
2,000 Bolson		25	30	40
10,000 Ditto Scrip	35	20	16	16
10,000 Brazilian Imperial	35	20	24	24
10,000 Bolivar	20	20	24	24
10,000 Ditto Scrip	10	10	8	8
10,000 Casa Branca } Brazilian	10	10	8	8
10,000 Correicao. } Co	24	24	24	24
10,000 Candonga Mining Co.	40	40	44	44
12,000 Cobre Coppe Company	55	55	84	84
3,000 Colombian Co. Regis.	11	11		
1,500 Ditto New	26	134	10	10
10,000 Copiapo Mining Co.	20	17	7	7
30,000 General Mining Association	66	66	5	5
3,581 Mexican Company	25	25	14	14
6,000 Mearubus and Cocoes	2	10	7	6
3,000 Minas Gerais	10	6	154	143
2,000 New Granada	344	344	104	104
14,882 Real del Monte Regis.	344			98
Do. unres. Mated.	126	126	160	160
10,000 Ditto Loan Notes		34		
2,500 Rio de Anjos	20	14	44	44
11,000 St. John d'el Rey	40	40	2	2
30,000 United Mexican			4	4
Red New Scrip			4	4
Black Scrip		94		
5,000 United Gold		4	4	4
14,000 Zacatecas Mining Co.				

RAILWAYS.

2,500	Aylesbury	20	6
6,300	Birmingham and Derby	100	60
9,500	Birmingham & Gloucester	100	40
7,500	Birm. Brist. & Th. Junc.	20	18
600	Bolton and Leigh	100	10
641	Ditto & Sharn.	25	25
13,000	Bristol and W. Whiteale	100	10
1,172	Canst. & W. Whiteale	50	50
350	Cheltenham	100	10
4,000	Chert. & Birkhead	100	10
3,000	Chert. and Crews	100	10
2,000	Do. Extension	50	50
7,500	Cheltn. & Gl. Western	100	10
14,000	Chert. Ox. Ford and Tring	100	10
2,000	Clarence	100	10
6,000	Dublin and Drogheda	100	10
	Dublin and Kilkenny	100	10
8,000	Dublin and Kingston	100	10
800	Durham Junction	20	20
7,500	Durham & W. Junction	50	50
3,000	Durham & Sunderland	20	20
3,000	Durham Junction	20	20
60,000	Eastern Counties	25	12
5,000	Edinb. Leith & Newha.	20	7
18,000	Edinburgh & Glasgow	50	10
12,500	Forest of Dean	50	50
12,500	Glasg. Paisley & Ayrsh.	12	12
16,000	Glasg. Paisley & Green.	25	25
10,000	Grand Junction	20	20
10,000	Do. New	100	10
10,000	Great North of England	100	10
20,000	Great Western	100	10
1,000	Hartlepool	50	50
1,000	Hull and Selby	50	50
230	Ken. & Leigh Junction	100	10
40,000	Kent Railway	20	20
6,000	Lancaster & Victoria	100	10
	Lancaster & Selby	100	10

ASSURANCE COMPANIES

ASSURANCE		1000	100	10
2,000	Albion	500	50	5
50,000	Alliance & Forest	100	10	1
50,000	Do. Marine	100	5	5
34,000	Do.	50	5	14
1,500	Birmingham, Fire	250	50	100
10,000	British Fire	50	50	5
12,000	British Commercial	50	5	24
5,000	Cher. Med. & Gen. Life	100	10	5
4,000	County	50	5	5
20,000	Eagle	100	20	37
200	Economic	100	10	—
5,000	Edinburgh Life	100	10	—
2,375	European Life	50	20	25
5,000	Diuto New	50	2	14
1,000,000	Globe	100	100	14
30,000	Guardian	100	10	—
7,500	Hercules	50	5	—
40,000	Hope	500	50	13
2,000	Imperial Fire	100	10	1
7,500	Imperial Life	100	5	2
15,450	Indemnity Marine	—	10	—
100,000	Insurance Co. of Scot.	50	50	—
2,500	Kent Fire	50	50	—
—	Do. Life	—	—	—
10,000	Law Life	100	20	—
—	Liverp. Marine Assur.	25	124	—
3,000	London, Fire	25	124	—
31,000	London, Ship	10	10	—
30,000	North British	100	5	—
31,000	National	50	2	—
30,000	Providence Life	—	1	—
55,000	Protecting Life	100	10	—
100,000	Rock Life	50	2	—
400,000	Royal Exchange, Stock	—	—	—
250,000	Scottish Union	—	—	—
20,000	Standard of England	—	—	—
—	Do.	100	5	—
3,000	Universal Life	100	5	—
1,000	Union	—	30	—
10,000	Universal Life	50	2	—
50,000	United Kingdom Life	—	—	—
50	Westminster Life	100	10	—
10,000	West of Scotland	—	10	—

DOCKS.

July	660,1065	Commercial	100	100	634	3
May		East and West India				
Dec.		Stock	166	100	113	..
Dec.	1,008	East Country	100	100	604	2
Dec.	323,8,210f.5s	to London. Sta			106	4
Jan.		Ditto Bonds	1474	1474	80	2719
Nov.	2,200	Ditto Notes			113	5
Nov.	68,324	Ditto Notes			101	4
Aug.	570	Folkestone Harbour	50	50		5
Nov.	15,000	Ditto Bonds			1	11
Nov.	11,000	Grand Collier Docks	100	100	1114	5
Sept.	1,352,792	St. Katharine's, Stock			101	4
June	300,000	Ditto Bonds			101	4
June	200,000	Do. Bonds for 10 years			3	11
June	2,500	Dartford Pier	20	3	11	..
Mar.		Southampton	50	50	21	..
BRIDGES.						
10 May			50	30	21	18
13 Nov.	1,600	Hammer-smith	639	639	2	..
4 Feb.	7,231	Southwark w. new sub.	700	700	14	11
14 May	700	Do. New of 74 per cent.	700	700	23	17
Jan.	5,848	Vauxhall	40	40	24	16
1 May.	5,000	Waterloo	60	60	24	16
	5,000	Do. old Annuities of W.	40	40	21	16
	5,000	Do. new do. of 74			129	8
	50,000	Ditto Bonds				

BRIDGE

13. May	1,000	Hammersmith.....	50	50	21	18
14. Feb.	7,281	Southwark w. new sub.	634	634	2	..
14. May		Do. New of 74 per cent.	50	50	14	..
8. Jan.	5,848	Vauxhall	704	704	23	17
1. May	5,000	Waterloo	100	100	24	..
	5,000	Do. old Annulities of st.	60	60	241	164
	5,000	Do. new of 74.	50	50	71	64
	50,000	Ditto Bonds			179	..

WATER WORKS

6 Oct.	4,900	Birmingham	25	25	26	9
7 July	121	Colchester	100	100		
5 May	4,435	London	100	100	172	
4 Sep.	4,435	Glasgow	50	50		
6 Dec.	5,400	Grand Junction	45	45	69	
2 Aug.	5,400	Edinburgh Joint Stock	25	25	43	
24 Dec.	2,000	Kent	100	100	43	
3 Jan.	372	Liverpool Shuttle	239	239	326	
6 Jan.	1,300	New River Lond. Bridge				62
14 Jan.		Water Annulies	100	30	304	
20 Jan.	8,486	Manchester & Salford	50	50		
2 Dec.	800	Porton Island	50	50	21	
5 July	430	Portsmouth & Farnham	10	10		
	5,000	Ramsgate	100	100	61	
6 & 8 Sep.	1,000	Vancliff & Co. Lond.	100	100	103	
15 July	8,300	West Middlesex	830	830	103	
10 Sep.	1,500	York Building Co. L. F.	100	100	50	

ROADS.

100s April	533 Archw. and Kent Tn.	30	30	27 1/2
	300 Barking	100	100	7 1/2
1 Sep.	1,000 Commercial	100	100	3
4 Sep.	2,000 Do. East India Dock St.	100	100	3
	400 Great Docks St.	25	25	3
9 July	2,300 Highgate Archway	100	100	3
	100 North Rd. Stock	100	100	3

LITERARY INSTITUTIONS.

		1900	1901	1902
June	400	400	75	19
Oct.	1,000	London, w. Brown's Tick	75	100
Dec.	1,000	London University	25	25
May	700	Russell	100	100
Dec.		King's College		
May				

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